

# Peddling Power

## Part 1

### American Airlines 11



#### Detailed Statistics Departures

Airport: Boston-Cambridge-Quincy, MA-NH - Logan International (BOS)

Airline: American Airlines (AA)

Month(s): September

Day(s): 11

Year(s): 2001

NOTE: A complete listing of airline and airport abbreviations is available. Times are reported in local time using a 24 hour clock.

Carrier Code	Date (MM/DD/YYYY)	Flight Number	Tail Number	Destination Airport	Scheduled Departure Time	Actual Departure Time
AA	09/11/2001	11	UNKNOWN	LAX	07:45	00:00
AA	09/11/2001		145 UNKNOWN	SJC	11:00	00:00
AA	09/11/2001		153 N232AA	ORD	08:30	08:29
AA	09/11/2001		163 UNKNOWN	LAX	15:30	00:00
AA	09/11/2001		181 UNKNOWN	LAX	11:00	00:00
AA	09/11/2001		189 N3RMAA	SFA	08:45	08:43
AA	09/11/2001				15:25	00:00
AA	09/11/2001				09:00	00:00
AA	09/11/2001				17:10	00:00
AA	09/11/2001				17:30	00:00
AA	09/11/2001				18:10	00:00



**Abd. al-Umari**

**Reported still alive**

Abdulatif al-Omari

**MIAMI**  
Federal agents are investigating Abdulatif al-Omari, who lived at Bayview Towers in downtown Miami. Al-Omari also lived in Cuyahoga Falls, Ohio, in the late 1990s. On Thursday, FBI agents requested al-Omari's driving record from Cuyahoga Falls police. The list of suspected hijackers released Friday includes an Abdulaziz Alomari, but it was unclear whether federal agents believe the two are the same person.

**Satam al-Suqami**

**Confirmed dead**



**Waleed al-Shehri**

**Reported still alive**



**Wail al-Shehri**

**Reported still alive**



**Mohammed Atta**

**Reported still alive**

#### Fair Use

This work may contain copyrighted material the use of which has not always been specifically authorized by the copyright owner. We are making such material available in our efforts to advance understanding of criminal justice, political, human rights, economic, democracy, scientific, and social justice issues, etc. We believe this constitutes a "fair use" of any such copyrighted material as provided for in section 107 of the US Copyright Law. In accordance with Title 17 USC Section 107, this material is distributed without profit to those who have expressed a prior interest in receiving the included information for research and educational purposes. For more information see footnote. <sup>1</sup> If you wish to use copyrighted material from this work for purposes of your own that go beyond "fair use" you must obtain permission from the copyright owner.

Because of the dynamic nature of the Internet, any Web addresses or links contained in this work may have changed since writing the material and may no longer be valid. Should this circumstance arise, please see footnote. <sup>2</sup>

<sup>1</sup> [<http://www.law.cornell.edu/uscode/17/107.shtml>]

<sup>2</sup> Dead links, as they are termed, may be unearthed at [[www.archive.org](http://www.archive.org)] and/or [<http://wayback.archive.org/web/>]

# Introduction

According to the 9/11 Commission Report Website <sup>3</sup>

The National Commission on Terrorist Attacks Upon the United States (also known as the 9-11 Commission) is an independent, bipartisan commission created by congressional legislation under the signature of President George W. Bush in late 2002 (Public Law 107-306). <sup>4</sup> The Commission was chartered to create a full and complete account of the circumstances surrounding the September 11, 2001, terrorist attacks, including preparedness for and the immediate response to the attacks. The Commission was also mandated to provide recommendations designed to guard against future attacks. The Commission is staffed by nearly 80 full-time employees, contractors, and detailees, [sic] and is organized into work teams to address each of the following eight topics:

- Al-Qa'ida and the Organization of the 9-11 Attack
- Intelligence Collection, Analysis, and Management (including oversight and resource allocation)
- International Counterterrorism Policy, including states that harbor or harbored terrorists, or offer or offered terrorists safe havens
- Terrorist Financing
- Border Security and Foreign Visitors
- Law Enforcement and Intelligence Collection inside the United States
- Commercial Aviation and Transportation Security, including an Investigation into the Circumstances of the Four Hijackings
- The Immediate Response to the Attacks at the National, State, and Local levels, including issues of Continuity of Government

## END OF PRESENTATION

To date, the 9/11 Commission Report still stands as the actual events which took place on that fatal day; the report cannot change because it was published with the approval of the political leaders at the time, and changing this report in later years, whatever new evidence is brought forward, would be an anathema for the political structure of the United States Government. As a consequence, whatever is brought forward as evidence after the publication, will be termed "theories."

This concept of reality should give us an idea that there will never be a new investigation into why, how, and who actually massacred 3,000 people in cold blood on September 11, 2001, regardless who is sitting in the White House.

---

<sup>3</sup> [<http://www.gpoaccess.gov/911/index.html>]

<sup>4</sup> [[http://frwebgate.access.gpo.gov/cgi-bin/getdoc.cgi?dbname=107\\_cong\\_public\\_laws&docid=f:publ306.107.pdf](http://frwebgate.access.gpo.gov/cgi-bin/getdoc.cgi?dbname=107_cong_public_laws&docid=f:publ306.107.pdf)]

## Commission Report (p.1)

### “We Have Some Planes”

Tuesday, September 11, 2001, dawned temperate and nearly cloudless in the eastern United States. Millions of men and women readied themselves for work. Some made their way to the Twin Towers, the signature structures of the World Trade Center complex in New York City. Others went to Arlington, Virginia, to the Pentagon. Across the Potomac River, the United States Congress was back in session. At the other end of Pennsylvania Avenue, people began to line up for a White House tour. In Sarasota, Florida, President George W. Bush went for an early morning run.

For those heading to an airport, weather conditions could not have been better for a safe and pleasant journey. Among the travelers were Mohamed Atta and Abdul Aziz al Omari, who arrived at the airport in Portland, Maine.

## Our Investigation

The official names of the two alleged hijackers mentioned here, in regards to the second person, the surname should be written “al-Umari;” hence we shall refer to this person with such a spelling.

The 9/11 Commission Report does not offer any details in regards to Mr. Bush’s “early morning run,” that turned out to be a scary one. Nor is there any mention of the other official persons and where they were that morning.

Following are reports from various mainstream media outlets, including from official accounts of who was where on the morning of September 11.

## Facts and Evidence

*Commission Report (p.1): "We Have Some Planes"*

"Carlyle Group, a well-connected Washington merchant bank specializing in buyouts of defense and aerospace companies."

—*Wall Street Journal (September 27, 2001)*

On the morning of September 11, 2001, ex-President H. W. Bush was at the White House due to an early morning meeting he would be attending with Shafiq bin Laden, brother to Usama bin Laden, at the prestigious Carlyle Group.

### **THE WALL STREET JOURNAL**

*Bin Laden Family Could Profit From a Jump*

*In Defense Spending Due to Ties to U.S. Bank*

*Daniel Golden, James Bandler & Marcus Walker Staff Reporters*

*September 27, 2001*

A U.S. inquiry into bin Laden family business dealings could brush against some big names associated with the U.S. government. Former President Bush said through his chief of staff, Jean Becker, that he recalled only one meeting with the bin Laden family, which took place in November 1998. Ms. Becker confirmed that there was a second meeting in January 2000, after being read the ex-president's subsequent thank-you note. "President Bush does not have a relationship with the bin Laden family," says Ms. Becker. "He's met them twice." If the U.S. boosts defense spending in its quest to stop Usama bin Laden's alleged terrorist activities, there may be one unexpected beneficiary: Mr. bin Laden's family.

Among its far-flung business interests, the well-heeled Saudi Arabian clan, which says it is estranged from Usama, is an investor in a fund established by Carlyle Group, a well-connected Washington merchant bank specializing in buyouts of defense and aerospace companies. Through this investment and its ties to Saudi royalty, the bin Laden family has become acquainted with some of the biggest names in the Republican Party. In recent years, former President Bush, ex-Secretary of State James Baker, and ex-Secretary of Defense Frank Carlucci, have made the pilgrimage to the bin Laden family's headquarters in Jeddah, Saudi Arabia. Bush makes speeches on behalf of Carlyle Group and is senior adviser to its Asian Partners fund, while Mr. Baker is its senior counselor. Mr. Carlucci is the group's chairman.

Usama is one of more than 50 children of Mohammed bin Laden, who built the family's \$5 billion business, Saudi Binladin Group, largely with construction contracts from the Saudi government. Usama worked briefly in the business and is believed to have inherited as much as \$50 million from his father in cash and stock, although he doesn't have access to the shares, a family spokesman says. Because his Saudi citizenship was revoked in 1994, Mr. bin Laden is



ineligible to own assets in the kingdom, the spokesman added. The bin Laden family has long disavowed Usama, and has cooperated fully with several federal investigations into his activities. The family business, headed by Usama's half-brother Bakr, epitomizes the U.S.-Saudi alliance that the suspected terrorist often rails against. After the 1996 truck bombing in Dhahran, Saudi Arabia, that killed 19 U.S. servicemen, Saudi Binladin Group built military barracks and airfields for U.S. troops.

But the FBI has issued subpoenas to banks used by the bin Laden family seeking records of family dealings, a person familiar with the matter said. This person said the subpoenas weren't an indication the FBI had found any suspicious behavior by the family. A family spokesman said he had no knowledge of the subpoenas but that the family welcomes them and has nothing to hide. People familiar with the family's finances say the bin Ladens do much of their banking with National Commercial Bank in Saudi Arabia and with the London branch of Deutsche Bank AG. They also use Citigroup Inc. and ABN Amro, the people said. "If there were ever any company closely connected to the U.S. and its presence in Saudi Arabia, it's the Saudi Binladin Group," says Charles Freeman, president of the Middle East Policy Council, a Washington nonprofit concern that receives tens of thousands of dollars a year from the bin Laden family. "They're the establishment that Usama's trying to overthrow."

Mr. Freeman, who served as U.S. ambassador to Saudi Arabia during the Gulf War, says he has spoken to two of Usama's brothers since hijacked airplanes rammed the World Trade Center and the Pentagon on Sept. 11. They told him, he says, that the FBI has been "remarkably sensitive, tactful and protective" of the family during the current crisis, recognizing its longstanding friendship with the U.S.

A Carlyle executive said the bin Laden family committed \$2 million through a London investment arm in 1995 in Carlyle Partners II Fund, which raised \$1.3 billion overall. The fund has purchased several aerospace companies among 29 deals. So far, the family has received \$1.3 million back in completed investments and should ultimately realize a 40% annualized rate of return, the Carlyle executive said. But a foreign financier with ties to the bin Laden family says the family's overall investment with Carlyle is considerably larger. He called the \$2 million merely an initial contribution. "It's like plowing a field," this person said. "You seed it once. You plow it, and then you reseed it again." The Carlyle executive added that he would think twice before accepting any future investments by the bin Ladens. "The situation's changed now," he said. "I don't want to spend my life talking to reporters."

## **AIR FORCE MAGAZINE**

*February 1999*<sup>1</sup>

The facility very likely is the most heavily guarded operational installation used by the U.S. military. This, clearly, is what retired Army Gen. Wayne A. Downing had in mind when in 1996 he released a report criticizing security at Khobar Towers and recommending more extensive force protection measures. In a supreme irony, the complex was built by the giant contractor,

---

<sup>1</sup> [<http://web.archive.org/web/20011203141609/http://www.afa.org/magazine/o299desert.html>]

Saudi Binladin Group, owned by the same family that produced international terrorist Usama bin Laden, now an outcast in his homeland.

## **THE NEW YORK TIMES**

*Afghan Taliban Camps Were Built by NATO*

*Tim Weiner*

*August 24, 1998*

Throughout the 1980's, the Soviet Union threw almost every weapon it had, short of nuclear bombs, at the Afghan camps attacked by the U.S. last week. During their nine-year occupation of Afghanistan, the Soviets attacked the camps outside the town of Khost with Scud missiles, 500-pound bombs dropped from jets, barrages of artillery, flights of helicopter gunships and their crack special forces. The toughest Soviet commander in Afghanistan, Lieut. Gen. Boris Gromov, personally led the last assault. But neither carpet bombing nor commandos drove the Afghan holy warriors from the mountains. Afghanistan has a long history of repelling superpowers. Its terrain favours defenders as well as any in the world, whether their opponents, like the Soviets, are trying to defeat them on the ground or whether, like the U.S. they are trying to disperse, deter and disrupt them. It is uncertain that the U.S. which fired dozens of million-dollar cruise missiles at those same camps on Thursday can do better than the Soviets.

The camps, hidden in the steep mountains and mile-deep valleys of Paktia province, were the place where all seven ranking Afghan resistance leaders maintained underground headquarters, mountain redoubts and clandestine weapons stocks during their bitter and ultimately successful war against Soviet troops from December 1979 to February 1989, according to American intelligence veterans. The Afghan resistance was backed by the intelligence services of the U.S. and Saudi Arabia with nearly \$6 billion worth of weapons. And the territory targeted last week, a set of six encampments around Khost, where the Saudi exile Usama bin Laden has financed a kind of "terrorist university," in the words of a senior U.S. intelligence official, is well known to the CIA. The CIA's military and financial support for the Afghan rebels indirectly helped build the camps that the U.S. attacked. And some of the same warriors who fought the Soviets with the CIA's help are now fighting under Mr. bin Laden's banner.

From those same camps, the Afghan rebels, known as mujahedeen, or holy warriors, kept up a decade long siege on the Soviet-supported garrison town of Khost. Thousands of mujahedeen were dug into the mountains around Khost. Soviet accounts of the siege of Khost during 1988 referred to the rebel camps as "the last word in NATO engineering techniques." After a decade of fighting during which each side claimed to have killed thousands of the enemy, the Afghan rebels poured out of their encampments and took Khost. "This was the most fiercely contested piece of real estate in the 10-year Afghan war," said Milt Bearden, who ran the CIA's side of the war from 1986 to 1989. United States officials said their attack was intended to deter Mr. bin Laden, whom they call the financier and intellectual author of this month's bombings of two American embassies in Africa, which killed 263 people, including 12 Americans. They said the damage inflicted on the Khost camps was moderate to heavy. But the communications infrastructure used by bin Laden is based on portable satellite telephones, not a centralized command-and-control system that can be destroyed with a missile, intelligence officials said.

The strongest power that binds his loose-knit network of confederates is his money, which is hidden inside a thus-far impenetrable global maze. And history does not favour superpowers trying to subdue men dug into the mountains of Afghanistan.

Bin Laden has said he spent the 1980's supporting the mujahedeen from their political base in Peshawar, Pakistan, near the foot of the Khyber Pass. He was most strongly allied with the most fundamentalist leaders of the Afghan resistance, particularly Gulbuddin Hekmatyar, the head of the group called the Islamic Party. After the fall of the Soviet-backed government, Hekmatyar spent most of his brief tenure as Prime Minister hurling missiles and mortars at Kabul, trying to dislodge more moderate rebel leaders from power. The more militant Afghan rebels, like Hekmatyar, denounced the U.S. and backed Iraq during the Persian Gulf War in 1991, as did bin Laden. A year after the Persian Gulf War, posters throughout eastern Afghanistan displayed heroic, if imaginary, portraits of Saddam Hussein and Hekmatyar standing side by side. No amount of money or moral support could keep the veterans of the Afghan resistance from killing one another after the fall of Kabul. The chaos that their infighting created led to the rise of the Taliban, the militant armed religious party that now controls most of Afghanistan and harbours bin Laden.

In the nine years since the Soviet withdrawal, Afghan resistance veterans have hoarded the remaining weapons sent by the CIA and set up military training centers at resistance camps like the one near Khost, according to U.S. officials. In those years, thousands of Islamic outcasts, radicals and visionaries from around the world came to the borderlands of Afghanistan to learn the lessons of war from the mujahedeen. Bin Laden sponsored many of those foreigners. In a 1994 interview, a commander loyal to Mr. Hekmatyar, Noor Amin, said that "the whole country is a university for jihad," or holy war. "There are many formal training centers," Amin said. "We have had Egyptians, Sudanese, Arabs and other foreigners trained here as assassins." U.S. officials said the former mujahedeen camps it attacked on Thursday were precisely that kind of "university for jihad."

Bin Laden, stripped of his Saudi citizenship and formally stateless, returned to the anarchy of Afghanistan in 1996 from the Sudan, where U.S. intelligence analysts believe he built at least three training camps for veterans of the Afghan war. He said in an interview with *CNN* last year [1997] that one of his main missions during the war, which he helped finance with millions of dollars of his own money, was to transport bulldozers, front-end loaders and other heavy equipment to Pakistan to help build tunnels, military depots and roads inside Afghanistan for the mujahedeen. It is unclear whether bin Laden, who inherited about \$250 million from a fortune his father made building mosques, palaces and public works for the Saudi royal family, personally helped build the Khost camps during the war against the Soviets, or has substantially upgraded them since returning to the mountains of Afghanistan.

## **TIMES OF INDIA**

*Bush took FBI agents off Laden family trail*

*November 7, 2001*

*Rashmee Z Ahmed*

America was itself to blame for the events of September 11 because the U.S. administration was using “kid gloves” in tracking down Usama bin Laden and “other fanatics linked to Saudi Arabia,” a special *BBC* investigation has alleged in a damning indictment of the two presidents Bush and American foreign policy. The report, which the *BBC* claimed was based on a secret FBI document, numbered 1991 WF213589 and emanating out of the FBI’s Washington field office, alleged that the cynicism of the American establishment and “connections between the CIA and Saudi Arabia and the Bush men and bin Ladens” may have been the real cause of the deaths of thousands in the World Trade Centre attacks. The investigation, which featured in the *BBC*’s leading current affairs program, *Newsnight*, said the FBI was told to “back off” investigating one of Usama bin Laden’s brothers, Abdullah, who was linked to “the Saudi-funded World Association of Muslim Youth (WAMY), a suspected terrorist organization,” whose accounts have still not [been] frozen by the U.S. treasury, despite “being banned by Pakistan some weeks ago and India claiming it was linked to an organization involved in bombing in Kashmir.”

*Newsnight* said there was a long history of “shadowy” American connections with Saudi Arabia, not least the two presidents Bush’s “business dealings” with the bin Ladens and another more insidious link revealed by the former head of the American Visa section in Jeddah. The official said he had been concerned about visas issued to large numbers of “unqualified” men “with no family links or any links with America or Saudi Arabia,” only to find out later that it “was not visa fraud” but part of a scheme in which young men “recruited by Usama bin Laden” were being sent for “terrorist training by the CIA” after which they were sent on to Afghanistan.

In a reiteration of a now well-known claim by one of George W Bush’s former business partners, the *BBC* said he made his first million 20 years ago on the back of a company financed by Usama’s elder brother, Salem. But it added the more disturbing assertion that both presidents Bush had lucrative stakes along with the bin Ladens in Carlyle Corporation, a small private company which has gone on to become one of America’s biggest defense contractors. The bin Ladens sold their stake in Carlyle soon after September 11, 2001, it said. American politicians later told the *BBC* program that they rejected the accusation that the establishment had called the dogs of the intelligence agencies off the bin Ladens and the royal House of Saud because of a strategic interest in Saudi Arabia, which has the world’s biggest oil reserve.

*\*Fair Use:* For more information see footnote. <sup>2</sup>

Other government bodies on the morning of September 11, 2001, were either abroad, as Secretary of State Colin Powell was in Lima, Peru, whilst others were around Washington or another State.

---

<sup>2</sup> [<http://www.law.cornell.edu/uscode/17/107.shtml>]

- Attorney General John Ashcroft was flying to Milwaukee, Wisconsin.
- Joe Allbaugh the Federal Emergency Management Agency (FEMA) Director was at a conference in Montana.
- Vice President Cheney and the National Security Adviser Dr. Rice were at their offices in the White House.
- CIA Director George Tenet was at breakfast with his old friend and mentor, former Senator David Boren (D-OK), at the St. Regis Hotel, three blocks from the White House.
- FBI Director Robert Mueller was in his office at FBI headquarters on Pennsylvania Avenue, Washington, D.C.
- Transportation Secretary Norman Mineta was at his office at the FAA Department of Transportation.
- Counterterrorism “tsar” Richard Clarke was at a conference in the Ronald Reagan Building, three blocks from the White House.
- The President was in Sarasota (Florida).

On September 10, 2002, two Sarasota media reports surfaced. One was from the *Sarasota Magazine*: “Surface-to-air missiles had been placed on the roof of the Elementary School where President Bush was visiting.” A second report coming from the *Sarasota Herald-Tribune* was stating how identical surface-to-air missiles were also placed on the roof of the Colony Beach and Tennis Resort on Longboat Key, where the President was residing during his stay in Florida on September 11, 2001.<sup>3</sup>

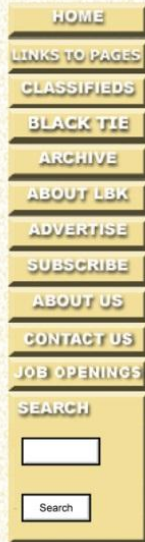
We know from media reports that Mr. Bush was on the move that morning quite early preparing for his morning jog;<sup>4</sup> he was not the only person on the move. In the *Longboat Observer*, on September 26, 2001, the following was reported:

---

<sup>3</sup> [<http://s3.amazonaws.com/911timeline/2002/sarasotaheraldtribune091002.html>]

<sup>4</sup> (a) [<http://www.msnbc.com/news/827074.asp?oc=c2>]

(b) [<http://www.telegraph.co.uk/news/main.jhtml?xml=%2Fnews%2F2001%2F12%2F16%2Fwbush16.xml>]



## Possible Longboat terrorist incident

*Is it a clue or is it a coincidence?*

By Shay Sullivan, City Editor  
Wednesday, September 26, 2001

By now, most everyone knows President George W. Bush began that fateful day, Sept. 11, on Longboat Key, but the FBI is now investigating whether terrorists also began that fateful day here on the island.

At about 6 a.m. Sept. 11, Longboat Key Fire Marshall Carroll Mooneyhan was at the front desk of the Colony Beach & Tennis Resort as Bush prepared for his morning jog. From that vantage point, Mooneyhan overheard a strange exchange between a Colony receptionist and security guard.

A van occupied by men of Middle Eastern descent had pulled up to the Colony stating they had a "poolside" interview with the president, Mooneyhan said. The self-proclaimed reporters then asked for a Secret Service agent by name. Guards from security relayed the request to the receptionist, who had not heard of either the agent or plans for an interview, Mooneyhan said.

The receptionist gave the phone over to a nearby Secret Service agent, who said the same thing — no one knew of an agent by that name or of any poolside interview.

The agent told the occupants of the van to contact the president's public relations office in Washington, D. C., and turned them away from the premises, Mooneyhan said.

In light of the attacks, Mooneyhan wonders if what he witnessed is related to the events of Sept. 11.

So does the FBI.

"That's very strange," said an unnamed agent with the Sarasota field office of the FBI, who directed agents to look into the matter.

Earlier, the FBI questioned a Longboat Key man who also had a strange run-in with a van occupied by men of Middle Eastern descent.

At 8:50 a.m. the man stood on the Sarasota bayfront waiting to watch the presidential motorcade pass. A dilapidated van passed him with two men of Middle Eastern descent "screaming out the windows, 'Down with Bush' and raising their fists in the air."

The Longboat Key resident later reported the incident to police, who turned the matter over to FBI agents who questioned him.



(photo details)

### In This Issue

[News](#)  
[Our Town](#)  
[Features](#)  
[Cops Corner](#)  
[Real Estate](#)  
[Business](#)  
[Sports](#)  
[Black Tie](#)  
[- Calendar](#)  
[- Coverage](#)  
[A & E](#)  
[Columns](#)  
[Calendar](#)  
[Obituaries](#)  
[Browse](#)  
[Archive](#)  
[Advertise](#)  
[About](#)  
[Longboat Key](#)

\*Fair Use: For more information see footnote. <sup>5</sup>

It is unclear if the Intelligence Agency went into such lengths to install surface-to-air missiles on rooftops where Mr. Bush visited around the United States. If this was not standard operation, and since no such reports have been made except when Mr. Bush went to Genoa, then it is a peculiarity the Intelligence Agency went to such lengths to do this on September 11. However, it is an understandable action when a day is declared a National Security day at the United Nations; it explains the surface-to-air missiles installed on the roof of the Elementary School and also on the Colony Beach and Tennis Resort where Mr. Bush was.

<sup>5</sup> [http://www.law.cornell.edu/uscode/17/107.shtml]

Should the above media reports be accurate, and there is no reason to distrust the Sarasota media, then a question poses to be answered: Why were surface-to-air missiles not placed on the structure of the Pentagon on September 11 to protect the civilian and military personnel as well?

Surface-to-Air missiles are lightweight, guided missiles designed to shoot down aircraft from a stationery position on the ground or from the deck of a warship. They are called “guided” missiles because they always contain a system, such as laser or radar beams, for “guiding” missiles toward their target following launch. The military calls surface-to-air missiles (or SAMs), that can be launched by one person (MANPADS), an acronym for Man-Portable Air Defense Systems. Their small size and easy transport makes them ideal elements of a guerrilla or terrorist arsenal. They are meant to be fired by two people, but in fact can be fired by one launcher. American SAMs are manufactured under the name “Stinger,” and were put into service in 1981.

Between 500 and 1,500 Stingers were supplied to the mujahideen in the Soviet-Afghan war in the 1980s. It is commonly believed that Usama bin Laden has purchased some U.S. made Stingers, and in August 2006, the militant Sri Lankan group (Tamil Tigers) was alleged to have tried to buy surface to air missiles from FBI agents posing as arms dealers.

### **The Sarasota Herald-Tribune**

*The Day Before Everything Changed, President Bush Touched Locals' Lives*

*Tom Bayles*

*September 10, 2002*

The president strolled into the dining room just before 7 p.m., after a flight aboard Air Force One, and waiter Moo-Moo Yorsangchai was there to make sure he got whatever he needed. “He had fun that day,” Yorsangchai recalled of George W. Bush’s arrival in Sarasota on Sept. 10. “He was calling us by name. He was laughing.

“That name, Moo-Moo,” the president said. “I’ll never forget that.”

“I’ll never forget your name, either,” Yorsangchai replied.

Yorsangchai, a waiter at the Colony Beach & Tennis Resort, is one of a handful of Southwest Florida residents who met with the president in the final hours leading up to the attacks on Sept. 11, 2001. The waiters, resort managers, teachers, GOP leaders and law enforcement officers paint a picture of a president at ease, one who was looking forward to meeting children at Emma E. Booker Elementary and touting a literacy program the morning of the attacks. The memory of lightheartedness, and the buzz of anticipation and excitement, is in stark contrast to the images most people saw of the president in Sarasota the morning of the attacks and aboard Air Force One later in the day.

The Sarasota visit was to be largely unremarkable. In between his arrival and the school visit, Bush would dine with top Sarasota-Manatee Republicans, many of whom were glad to see him return to the state that was the stage for so many problems in the 2000 election. Instead, those in contact with Bush in the hours and minutes leading up to and during the attacks became part



of history, witnessing a president just before his defining moment. Some witnessed that moment as it happened, as Bush learned of the attacks at Booker. He made his first address to the nation from there. Local authorities who had assisted the Secret Service in protecting VIPs before had to deal with the reality of getting the president to safety. And the Colony, where the Bush team had been staying, was used by the Bush Administration as an information center during the disaster. “They had evacuated all the government buildings,” said Katherine Klauber Moulton, manager of the upscale resort. At one point, as the attacks unfolded, a Secret Service agent told her: “This is the temporary White House.” Hours before, everything was different.

“There was this light spirit,” Moulton recalled of the night of Sept. 10. “There was lighthearted conversations, easy communication and stories going back and forth. It was very comfortable.”

The buildup for the president’s arrival began about a week before. Tramm Hudson, chairman of the Republican Party of Sarasota County, was on the 16th tee at the Longboat Key Club when his cell phone rang. On the other end was Ron Ciaravella, owner of Dolphin Aviation, who told Hudson he had just sold 40,000 gallons of jet fuel to the Secret Service. The president was coming the next Monday. Hudson got in touch with the governor’s office, which told him that as far as presidential visits go, this one would be quiet and uneventful. The big event was a visit to Booker, but not much else. Hudson was told to tell no one.

Across Sarasota Bay, at Booker Elementary, Principal Gwendolyn Tose- Rigell watched as Secret Service agents “gently took over” her campus the morning of Sept. 6. Tose-Rigell had been called by White House officials five weeks earlier and told that Bush might come to Sarasota to talk to students about reading. The principal was interviewed by White House staffers, then by an official at the Florida Department of Education. Tose-Rigell, too, was sworn to secrecy. She was told “a couple of people” in an advance team would show up. “Instead of a couple of people, it was an entourage,” she said. “The kids were saying, ‘Who are all those men in black?’”

The 150 parents, students and teachers invited to the Sept. 11 event had to attend a meeting at the school with Bush staff two days before it. They were told where to stand, what to do and what not to do. Workers rearranged the school’s library to better accommodate lighting for television cameras. A White House stage artist, not teachers or students, designed the childish decorations that were eventually put on the wall behind the president. At the Colony, the Secret Service was getting everything secured for when the president arrived on Sept. 10. That included snipers and **surface-to-air missiles on the roof** and the Coast Guard patrolling just offshore. Everything was going perfectly.

On Sept. 10, Bush swooped into Jacksonville for a brief stop, then headed to Sarasota. Moulton and her stepmother got the president’s room ready. They vacuumed and cleaned the mirrors twice, and made the bed with some of the family’s fine French linens. They tucked in the corners, smoothed out the sheets, then did it again until the bed (and room) was flawless. The Secret Service then did one last run-through. They left it messy, by presidential visit standards, so Moulton made the room flawless one more time. A little over a half-hour later, the president pulled up to the Colony in his armored, black limousine. Moulton raced downstairs. “Welcome,



Mr. President,” she said. “We are very pleased to have you.” Bush greeted everybody there, including a few staffers pushed into a side room. His mood was great.

At 6:30 p.m., Bush got on an elevator operated by maintenance man Kenny Kufahl, who flubbed the controls. “He said, ‘Son, relax a minute,’” Kufahl recalled Bush saying. “‘You’re making my men nervous,’” the president jokingly said, “‘and that makes me nervous. We’ll get through this OK.’” Downstairs, top Republicans waited to dine with the president: Gov. Jeb Bush, the president’s brother; former Gov. Bob Martinez; state Republican Party Chairman Al Cardenas; and state Sens. John McKay of Bradenton and Lisa Carlton of Sarasota, among others.

At the dinner table, the group talked about everything, from sports to Katherine Harris, who was out of the country. Somebody joked that the president should make her an ambassador so Hudson could run for Congress instead. “It was like sitting at the table with a bunch of your frat brothers talking about baseball,” Hudson said. The president had chili con queso, Texas tortilla soup and a New York strip steak, cooked medium and served with pinto beans. He drank a few non-alcoholic beers. All of the food was prepared under the watchful eyes of Secret Service agents stationed in the kitchen. One guy even drank the water before Bush did. The dinner tab was \$1,172.72. Before heading upstairs to sleep on the fine linens, Bush signed a few menus for his guests, including one for Moo-Moo Yorsangchai.

The next morning, Bush went for a jog around a golf course at the Longboat Key Club. Agents in golf carts followed as he ran with a *Bloomberg News* reporter. Four and a half miles in 42 minutes. At 08:00 a.m., Manatee County Sheriff Charlie Wells, Sarasota County Sheriff Bill Balkwill, then-Sarasota Police Chief Gordon Jolly and Manatee County sheriff’s Col. Ken Pearson met at the Colony for a brief chat with the president before they joined his motorcade to the elementary school. “He is totally unsuspecting about what is to happen,” Wells said. “Here’s a guy just ready to take on the day. It looked like, to me, he’s saying, ‘Glad to see you, but I’m ready to get on to the school and meet the kids.’”

<sup>6</sup> Fair Use: For more information see footnote. <sup>6</sup>

Around 8:00 a.m., “The President’s briefing appears to have included some reference to the heightened terrorist risk reported throughout the summer,” however contained nothing serious enough to call National Security Adviser; briefing ends at 8:20 a.m. <sup>7</sup>

Around the same time, Flight AA11 takes off from Boston Logan International Airport always according to the FBI timeline; however, the Bureau of Transportation Statistics (BTS) show this flight was cancelled to fly out on September 11, 2001.

---

<sup>6</sup> [<http://www.law.cornell.edu/uscode/17/107.shtml>]

<sup>7</sup> [<http://www.telegraph.co.uk/news/main.jhtml?xml=%2Fnews%2F2001%2F12%2F16%2Fwbush16.xml>]

Detailed Statistics Departures						
Airport: Boston-Cambridge-Quincy, MA-NH - Logan International (BOS)						
Airline: American Airlines (AA)						
Month(s): September						
Day(s): 11						
Year(s): 2001						
NOTE: A complete listing of airline and airport abbreviations is available. Times are reported in local time using a 24 hour clock.						
Carrier Code	Date (MM/DD/YYYY)	Flight Number	Tail Number	Destination Airport	Scheduled Departure Time	Actual Departure Time
AA	09/11/2001	11	UNKNOWN	LAX	07:45	00:00
AA	09/11/2001		145 UNKNOWN	SJC	11:00	00:00
AA	09/11/2001		153 N232AA	ORD	08:30	08:29
AA	09/11/2001		163 UNKNOWN	LAX	15:30	00:00
AA	09/11/2001		181 UNKNOWN	LAX	11:00	00:00
AA	09/11/2001		189 N3BMAA	SEA	08:45	08:43
AA	09/11/2001		193 UNKNOWN	SFO	15:25	00:00
AA	09/11/2001		195 UNKNOWN	SFO	09:00	00:00
AA	09/11/2001		197 UNKNOWN	SFO	17:10	00:00
AA	09/11/2001		223 UNKNOWN	LAX	17:30	00:00
AA	09/11/2001		225 UNKNOWN	SAN	18:10	00:00

*Bureau of Transportation Statistics (BTS) Timeline  
Flight AA11 on 9/11*

Analysis: Departure is given from Boston Logan International Airport. The carrier code is AA (American Airlines) with date for September 11, 2001. The flight number is 11, however the tail number is recorded as: **UNKNOWN**. Data obtained from American Airlines confirms the tail number of this flight to be N334AA via the Federal Aviation Agency (FAA). The flight is chartered with a destination for Los Angeles airport and is scheduled to depart at 07:45 a.m. However, the actual departure time is 00:00, with schedule elapse time in 374 minutes. Actual elapse time in minutes being 0.

Scheduled Elapsed Time (Minutes)	Actual Elapsed Time (Minutes)	Departure Delay (Minutes)	Wheels-off Time	Taxi-out Time (Minutes)	Delay Carrier (Minutes)	Delay Weather (Minutes)
374	0	0 00:00		0 N/A		N/A
380	0	0 00:00		0 N/A		N/A
165	0	-1 08:41		12 N/A		N/A
377	0	0 00:00		0 N/A		N/A
380	0	0 00:00		0 N/A		N/A
373	0	-2 08:56		13 N/A		N/A
385	0	0 00:00		0 N/A		N/A
397	0	0 00:00		0 N/A		N/A
395	0	0 00:00		0 N/A		N/A
381	0	0 00:00		0 N/A		N/A
375	0	0 00:00		0 N/A		N/A

*Bureau of Transportation Statistics (BTS) Timeline  
Flight AA11 on 9/11*

Analysis: Here the chart shows a departure delay in minutes of 0 and wheels-off time **00:00**. The taxi-out time in minutes is also 0 with delay time in minutes being N/A (unavailable). Delay due to weather is N/A (unavailable) whereas delay by the National Aviation System (NAS) in minutes also depicts N/A (unavailable). Finally, departure delay in minutes show 1 and wheels-off time due to all the aforesaid is **00:01**.

A phone call to the Bureau of Transportation and Department of Transportation cleared up some anomalies seen in the above displays. <sup>8</sup> Apparently, when the charts depict tail number as **UNKNOWN** and actual departure time **00:00**, this means that the particular Flight AA11 we are investigating, was cancelled to fly out of Boston Logan International on September 11, 2001.

<sup>8</sup> [[http://www.youtube.com/watch?v=Y1L6okxBOBQ&feature=player\\_embedded](http://www.youtube.com/watch?v=Y1L6okxBOBQ&feature=player_embedded)]

### Official Synoptic Timeline of Flight AA11

- The FBI has Flight AA11 departing Boston at 07:59 a.m.
- The FAA has Flight AA11 taking off at 08:00 a.m.
- The Bureau & Department of Transportation has Flight AA11 down as **CANCELLED**

According to the airline Website, <sup>9</sup> a flight is cancelled under the following conditions.

#### Force Majeure Events:

American may, in the event of a force majeure event, without notice, cancel, terminate, divert, postpone or delay any flight or the right of carriage or reservation of traffic accommodations without liability except to issue an involuntary refund. The involuntary refund will be made in the original form of payment in accordance with involuntary refund rules for any unused portion of the ticket. American will also reserve the right to determine if any departure or landing should be made without any liability except the afore mentioned involuntary refund.

#### Force Majeure Event Means:

Any condition beyond American's control including, but without limitation, meteorological conditions, acts of God, riots, civil commotion, embargoes, wars, hostilities, disturbances or unsettled international conditions - actual threatened or reported. Also, because of any delay, demand, circumstances or requirement due, directly or indirectly to such conditions, or any strike, work stoppage, slowdown, lockout or any other labour related dispute involving or affecting American's service, or any government regulation, demand or requirement, or any shortage of labour, fuel or facilities of American or others, or any fact not reasonably foreseen, anticipated or predicted by American.

### END OF REPORT

As seen, a cancellation can depend upon many events even government regulations can force an American Airliner to cancel its flight. We know September 11 was a very clear day, so meteorological conditions were not a factor. We have no actual knowledge of any riots, civil commotion, embargoes, wars, hostilities, disturbances or unsettled international conditions under actual threat which was reported that day. Neither were any reports of labour related disputes stopping or slowing down air traffic that day.

There could have been a government demand or requirement that morning for certain flights to cancel, for two reasons: A scheduled National Emergency Day by the United Nations, and airspace restrictions due to Mr. Bush being in Florida. One fact remains: Two American Airline planes, which were hijacked (Flight AA11 and Flight AA77) were cancelled to fly on September 11, 2001. Which aircraft(s) were used to substitute these flights, or what were the reasons for cancellation, or why this was never put forward to the public's attention by the mainstream media and the 9/11 Commission Report is unknown, and will remain so until an official explanation is given.

---

<sup>9</sup> [<http://www.aa.com/i18n/customerService/customerCommitment/conditionsOfCarriage.jsp>]

## Commission Report (p.1 Cont'd)

### 1.1 Inside The Four Flights

*Boarding the Flights. Boston: American 11 and United 175.* Atta and Omari boarded a 6:00 A.M. flight from Portland to Boston's Logan International Airport.

## Criminal Investigation

We add the footnote to the above text, and then analyze it.

### Footnote:

No physical, documentary, or analytical evidence provides a convincing explanation of why Atta and Omari drove to Portland, Maine, from Boston on the morning of September 10, only to return to Logan on Flight 5930 on the morning of September 11.

However, Atta reacted negatively when informed in Portland that he would have to check in again in Boston.<sup>1</sup>

Whatever their reason, the Portland Jetport was the nearest airport to Boston with a 9/11 flight that would have arrived at Logan in time for the passengers to transfer to American Airlines Flight 11, which had a scheduled departure time of 7:45 A.M.<sup>2</sup>

Like the other two airports used by the 9/11 hijackers (Newark Liberty International Airport and Washington Dulles International Airport), Boston's Logan International Airport was a "Category X" airport: i.e., among the largest facilities

liable to highest threat, and generally subject to greater security requirements.<sup>3</sup>

Though Logan was selected for two of the hijackings (as were both American and United Airlines), we found no evidence that the terrorists targeted particular airports or airlines. Nothing stands out about any of them with respect to the only security layer that was relevant to the actual hijackings: Checkpoint screening.<sup>4</sup>

Despite security problems at Logan (see, e.g., two local Fox 25 television investigative reports in February and April 2001, and an email in August 2001 from a former FAA special agent to the agency's leadership regarding his concerns about lax security at the airport), no evidence suggests that such issues entered into the terrorists' targeting: They simply booked heavily fueled east-to-west transcontinental flights of the large Boeing aircraft they trained to fly that were scheduled to take off at nearly the same time.<sup>5</sup>

### END OF FOOTNOTE

It is evident from this footnote that the commission had not thoroughly tracked the five alleged hijackers of Flight AA11, in particular Atta and al-Umari. We however did an extensive research on their days from many documents released since the attacks, including from the FBI's Timeline. Following is this detailed account of all five alleged hijackers from Flight AA11. We hope it will give some additional answers than what the 9/11 Commission Report did.

---

<sup>3</sup> See FAA report, "Civil Aviation Security Reference Handbook," May 1999, pp.117–118.

<sup>4</sup> See FAA briefing materials, "Assessment and Testing Data for BOS, EWR, and IAD," Oct. 24, 2001.

<sup>5</sup> See Matt Carroll, "Fighting Terror Sense of Alarm; Airlines Foiled Police Logan Probe," *Boston Globe*, Oct. 17, 2001.

---

<sup>1</sup> Michael Touhey interview (May 27, 2004).

<sup>2</sup> See Tom Kinton interview (Nov. 6, 2003); Portland International Jetport site visit (Aug. 18, 2003).

*Commission Report (p.1): 1.1 Inside The Four Flights*

- Mohamed Atta: Nicknamed “Bolbol”<sup>1</sup>

The variety of names released by the FBI for Atta's aliases are: Mehan Atta / Mohammad el-Amir / Muhammad Atta / Mohamed el-Sayed / Mohamed Elsayed / Muhammad Muhammad al-Amir Awag al-Sayyid Atta / Muhammad Muhammad al-Amir Awad al-Sayad / Mohamed el-Ami Awad el-Sayed / Mohamed Mohamed el-Amir (U.S. Visa name on passport).



FBI Exhibit #MM00642.1 <sup>2</sup>

The name on Atta's Last Will & Testament, (below image) found in "held back" luggage at Boston Logan International Airport, and given to the public domain by the FBI, depicts a name "Mohamed el-Amir Awad el-Sayed."

<sup>1</sup> Mr. Atta (the father) called his son a “gentle and tender boy,” who enjoyed reading history and geography books and was nicknamed “Bolbol,” or nightingale, by his parents.

<sup>2</sup> [http://www.vaed.uscourts.gov/notablecases/moussaoui/exhibits/prosecution/MM00642-1.pdf]

IN THE NAME OF GOD ALL MIGHTY  
Death Certificate

This is what I want to happen after my death. I am Mohamed the son of Mohamed Elamir Awad Elsayed. I believe that prophet Mohamed is God's messenger and time will come no doubt about that and God will resurrect people who are in their graves. I wanted my family and everyone who reads this will to fear the Almighty God and don't get deceived by what is in life and to fear God and to follow God and his prophets if they are real believers. In my memory I want them to do what Ibrahim (a prophet) told his son to do, to die as a good Muslim. When I die, I want the people who will inherit my possessions to do the following:

1. The people who will prepare my body should be good Muslims because this will remind me of God and his forgiveness.
2. The people who are preparing my body should close my eyes and pray that I will go to heaven and to get me new clothes, not the ones I died in.
3. I don't want anyone to weep and cry or to rip their clothes or slap their face because this is an ignorant thing to do.
4. I don't want anyone to visit me who didn't get along with me while I was alive or to kiss me or say goodbye when I die.
5. I don't want a pregnant woman or a person who is not clean to come and say goodbye to me because I don't approve of it.
6. I don't want women to come to my house to apologize for my death. I am not responsible for people who will sacrifice animals in front of my lying body because this is against Islam.
7. Those who will sit beside my body must remember Allah, God, and pray for me to be with the angels.
8. The people who will clean my body should be good Muslims and I do not want a lot of people to wash my body unless it is necessary.
9. The person who will wash my body near my genitals must wear gloves on his hand so he won't touch my genitals.
10. I want the clothes I wear to consist of three white pieces of cloth, not to be made from silk or expensive material.
11. I don't want any women to go to my grave at all during my funeral or any occasion thereafter.
12. During my funeral I want everyone to be quiet because God mentioned that he likes being quiet on three occasions, when you recite the Koran, during the funeral and when you are crawling. You must speed my funeral procession and I would like many people there to pray for me.
13. When you bury me the people with whom I will be buried should be good Muslims. I want to face east toward Mecca.
14. I should be laying on my right side. You should throw the dust on my body three times while saying from the dust, we created you dust and to dust you will return. From the dust a new person will be created. After that everyone should mention God's name and that I died as a Muslim which is God's religion. Everyone who attends my funeral should ask that I will forgive them for what I have done in the past (not this action).
15. The people who will attend my funeral should sit at my grave for an hour so I will enjoy their company and slaughter animals and give the meat to the needy.
16. The custom has been to memorialize the dead every forty days or once a year but I do not want this because it is not Islamic custom.
17. I don't want people to take time to write things on paper to be kept their pockets as superstition. Time should be taken to pray to God instead.
18. All the money I left must be divided according to the Muslim religion as Almighty God has asked us to do. A third of my money should be spent on the poor and needy. I want my books to go to any one of the Muslim mosques. I wanted the people who look at my will to be one of the heads of the Sunni religion. Whoever it is, I want that person to be from where I grew up or responsible for not following the Muslim religion. I wanted to the people who I left behind to fear God and not to be deceived by what life has to offer and to pray more to God and to be good believers. Whoever neglects this will or does not follow the religion that person will be held responsible in the end.

This was written on April 11, 1996, the Islamic calendar of Zolqada is 1416.

Written by MOHAMED MOHAMED ELAMIR AWAD EL SAYED

Witnesses: ABDULGANT MURRAY (signature)

Witnesses: ALMUTASADU MUNIR (signature)

Name: Mohamed el-Amir Awad el-Sayed

The document released by the FBI at the Zacarias Moussaoui trial (image below) depicting the identical name in the above-mentioned Last Will & Testament, has an image of that individual. The image of the individual differs considerably with the renowned released images of Atta.

Indication Relatives au Conducteur Nom 1

\*Les Noms Du Père et Du Mari pouvant Prénoms 2

Être insérés à cette place Lieu de Naissance 3

\*\*S'il est connu. Date de Naissance 4

\*\*\*Ou l'Age approximatif à la date de délivrance du Permis Domicile 5

Catégorie de Vehicules pour lesquels le Permis est valable.

Motorcycles avec ou sans sidecar. Voitures d'infirme et automobiles à trois roues dont le Poids à vide n'excède pas 400 kg (900 livres)	A
Automobiles affectées au transport des personnes et comportant, outre le siège du conducteur huit places assises au maximum ou affectées au transport des marchandises et ayant un poids maximum autorisé qui n'excède pas 3,500 kg (7,700 livres) Aux Automobiles de cette catégorie peut être attelée une remorque légère	B
Automobiles affectées au transport des marchandises et dont le poids maximum autorisé excède 3,500 kg (7,700 livres) Aux automobiles de cette catégorie peut être attelée une remorque légère.	C
Automobile affectées au transport des personnes et comportant outre le siège du conducteur. Plus de huit places assises. Aux automobiles de cette catégories peut être attelée une remorque légère.	D
Automobile des catégories B, C, ou D, pour lesquelles le conducteur est habilité avec remorques autres qu'une remorque légère.	E

Le terme - poids maximum autorisé, d'un véhicule désigne le poids du véhicule en ordre de marche et de la charge maximum

Le terme - charge maximum Désigne le poids du chargement déclaré admissible par l'autorité compétente du pays d'immatriculation du véhicule

Les remorques légères sont celles dont le poids maximum autorisé ne dépasse pas 750 kg.

1 AWAD EL SAYED

2 Mohamed El Amir

3 Egypt

4 1970

5 Cairo

A	Scree ou Cachet de l'autorité
B	Scree ou Cachet de l'autorité
C	Scree ou Cachet de l'autorité
D	Scree ou Cachet de l'autorité
E	Scree ou Cachet de l'autorité

EXCLUSIONS (pays)

I \_\_\_\_\_ V \_\_\_\_\_

II \_\_\_\_\_ VI \_\_\_\_\_

III \_\_\_\_\_ VII \_\_\_\_\_

IV \_\_\_\_\_ VIII \_\_\_\_\_

FBI Exhibit #MM00113: "Copies of IDs...Awad ElSayed Mohamed Elamir." 34

<sup>3</sup> [http://www.vaed.uscourts.gov/notablecases/moussaoui/exhibits/prosecution/MM00113.html]

<sup>4</sup> [http://en.wikipedia.org/wiki/Mohamed\_Atta]



It is uncertain if the FBI took under consideration the differences in appearance between the well-known images of Atta and the person showed in the above ID with the identical name on the last Will & Testament alleged to belong to Atta.

From January 1, 1985, Atta <sup>5</sup> was a student at the Cairo University; a Senior enrolled in the Architectural Department and graduated on January 7, 1990, with a Bachelor Degree in Architectural Engineering.

By January 10 Atta was studying German at the Goethe Institute and also began to work at the Urban Development Centre in Cairo performing architectural planning and building design till February 1, 1991.



In many instances, Atta has been misidentified with Mahmoud Abed Atta (or Mahmoud el-Abed Ahmad) whose brief story follows.

On Saturday evening, April 12, 1986, an Egged bus was making its regularly scheduled run through various Israeli suburban communities located on the West Bank en route to its ultimate destination, Tel Aviv. The passengers using the bus on a Saturday evening would be Israeli settlers from these communities who were going to work, to visit friends and family, to the movies, or perhaps even to synagogue. As the bus passed near the Dir Abu Mishal intersection, one or more Molotov cocktails were hurled at it and the bus was strafed with automatic weapons fire by three individuals who had stationed themselves at a hillside vantage point. The driver of the bus, a civilian employee of Egged who did not live on the West Bank, was fatally wounded and another passenger was struck by shrapnel and rounds from an Uzi sub-machine gun. The other two passengers, a woman and a man who resided on the West Bank, escaped injury. <sup>6</sup>

Responsibility for the attack was claimed by the Abu Nidal Organization. According to the Foreign Information Broadcast Service: "The Abu Nidal Palestinian group had announced that it used machine guns and Molotov cocktails yesterday to attack a bus transporting Israeli soldiers and civilians between the villages of (Abu Mashal) and (Abbud). In a statement released in Beirut, the group said that the Kamal Adwan group had carried out the attack, which left a number of people killed or wounded."

Shortly after the attack on the Egged bus, two Palestinians were apprehended by Israeli authorities. They signed sworn statements concerning their participation in the attack and eventually were tried and convicted on charges relating to their participation in the attack. The two men, it turns out, were cousins and the statements they made while in custody implicated a

---

<sup>5</sup> Born September 1, 1968.

<sup>6</sup> Government Exhibit 18 (quoted in In the Matter of the Extradition of Mahmoud Abed Atta, 87-M-551, at 51 (E.D.N.Y.) June 17, 1988. (1988 WL 66866).

third individual, Mahmoud el-Abed Ahmad Atta, who they claimed, had fled from the West Bank after the attack.

In 1987 Israel learned that Mahmoud el-Abed Ahmad Atta was residing in Venezuela. On April 27, 1987, he was detained by Venezuelan officials on charges relating to his involvement in the Abu Nidal Organization.

On May 5, 1987, Magistrate Caden issued a warrant for the provisional arrest of Mahmoud el-Abed Ahmad Atta, which was executed the next day when Venezuelan authorities placed him on a flight from Caracas, bound for the U.S.

On June 26, 1987, Israel formally requested that the U.S. extradite Mahmoud el-Abed Ahmad Atta so that he could be tried in Israel on charges of murder, attempted murder, causing harm with aggravating intent, attempted arson, and conspiracy to commit a felony, all in violation of various sections of the Israel Penal Law. Each of these crimes was covered by Article II of the “Convention on Extradition Between the Government of the United States and the Government of the State of Israel” dated December 10, 1962.

According to *The Los Angeles Times*, on November 2, 1999, “Mahmoud el-Abed Ahmad Atta’s lawyer accused police of violating the extradition agreement barring mistreatment by denying Atta a change of clothes and a shower since his arrival in Israel on Wednesday. ‘Police invited all the camera crews and then presented him dirty and unshaven,’ defense lawyer Leah Tzemel told reporters outside the courtroom. ‘This is how you build an image of a terrorist.’”

No image of Mahmoud el-Abed Ahmad Atta was available to verify if he was the same Atta who allegedly hijacked Flight AA11.

\*\*\*

Atta, on March 25, 1992, issues an Egyptian passport (#354844) in Giza that would allow him to travel to Germany in July to continue his studies. His family, on January 1, 1995, move from Kafr el-Sheikh to live in Giza. We are not told details, but by 1996 known under an assumed name “al-Amir,” Atta leaves Germany to continue studying “ancient” in Hallab (Syria).

In April 11, 1996, he writes his last Will & Testament which was found in his luggage “held back” at Boston Logan International Airport on September 11, 2001. According to officials, this “held back” luggage was the “Rosetta stone” of 9/11; without it, the FBI would have had no clue of who the 19 alleged hijackers were. But this turns out not to be solid for two reasons:

1. Four of the alleged hijackers on Flight AA11 were misidentified and still alive.
2. Robert Bonner, the head of Customs and Border Protection, testified how they “ran passenger manifests through the system used by Customs; two were hits on our Watch List of August 2001, and by looking at the Arab names and their seat locations, ticket purchases and other passenger information, it didn’t take a lot to do a rudimentary link



analysis. Customs officers were able to ID 19 probable hijackers within 45 minutes. I saw the sheet by 11:00 a.m., and that analysis did indeed correctly identify the terrorists.”

Even from this Watch List of August 2001, the alleged hijackers on Flight AA11 were misidentified and still alive. The FBI claims they identified all 19 alleged hijackers from left behind luggage (Atta and al-Umari’s) which did not board the flight. Furthermore, the FBI were handed a passport belonging to another alleged hijacker (al-Suqami) which was found by a citizen on the sidewalk near WTC1.

The public is given three possibilities of how law enforcement agents identified the alleged hijackers:

- Customs and Border Protection Watch List of August 2001:

If this is correct, then it unequivocally refutes claims that the FBI and Secret Service had no knowledge of these alleged hijackers prior to the attacks.

- Left behind luggage “Rosetta stone” of 9/11:

This is not solid evidence. Four of the alleged hijackers on Flight AA11 were misidentified from this “left behind luggage” and are still alive.

- Passport found on sidewalk:

That a paper passport could fly out of Flight AA11 as it crashed into WTC1 to be found only soaked in jet fuel by an unnamed civilian near the crash site is believed with caution.

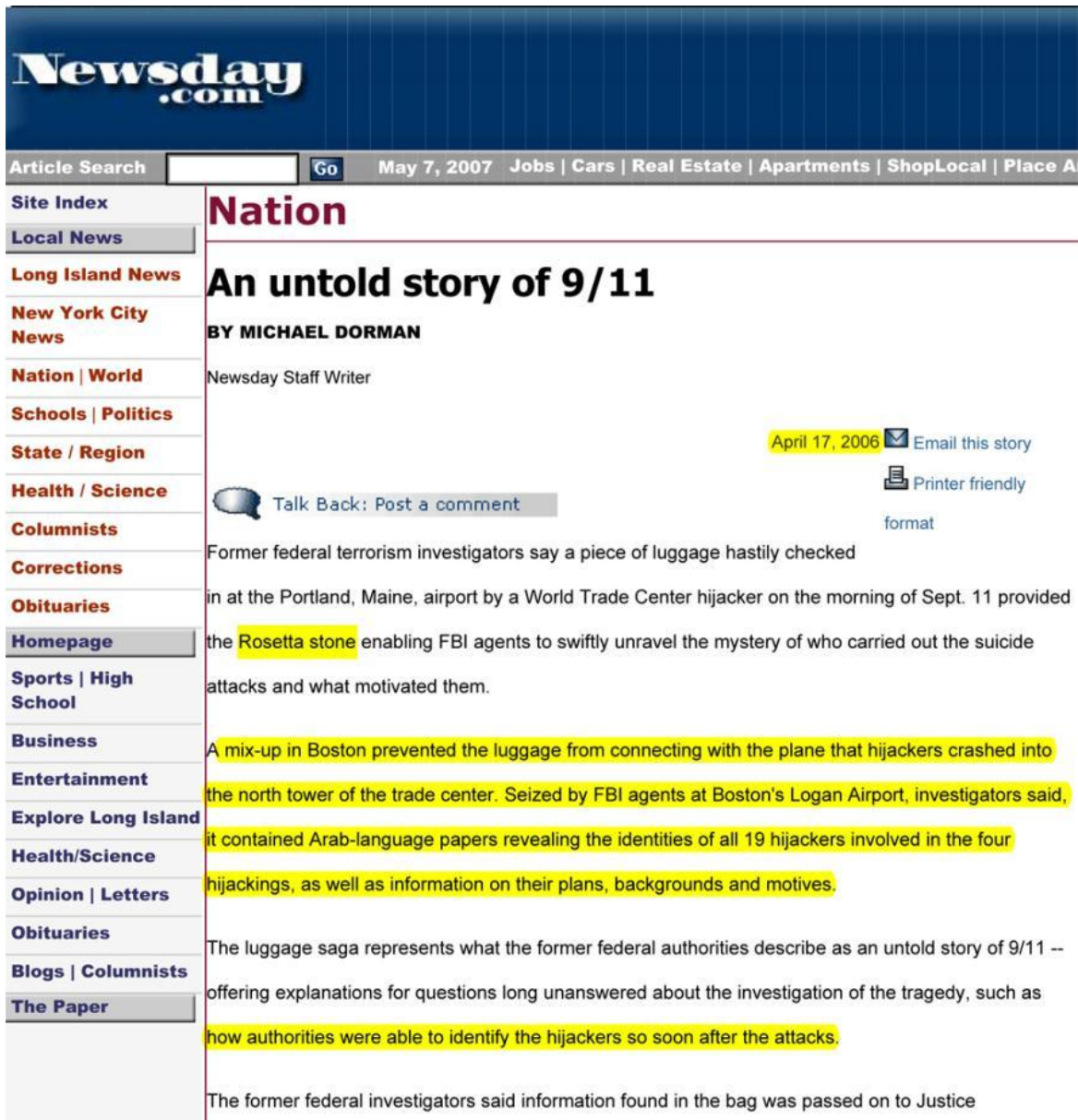
None of the above three explanations that have come forward are reliable statements of how the alleged hijackers were identified, or in this case, misidentified. If this evidence was put forward in a criminal trial, it would be debunked in minutes. There must be a fourth circumstance of how the misidentification occurred; official and law enforcement agents have not disclosed this.

## Newsday

*An untold story of 9/11*

*Michael Dorman*

*April 17, 2006*



**Newsday.com**

Article Search  **Go** May 7, 2007 [Jobs](#) | [Cars](#) | [Real Estate](#) | [Apartments](#) | [ShopLocal](#) | [Place A](#)

**Site Index**

- Local News**
- Long Island News**
- New York City News**
- Nation | World**
- Schools | Politics**
- State / Region**
- Health / Science**
- Columnists**
- Corrections**
- Obituaries**
- Homepage**
- Sports | High School**
- Business**
- Entertainment**
- Explore Long Island**
- Health/Science**
- Opinion | Letters**
- Obituaries**
- Blogs | Columnists**
- The Paper**

## Nation

### An untold story of 9/11

**BY MICHAEL DORMAN**  
Newsday Staff Writer

April 17, 2006 [Email this story](#)  
[Printer friendly](#)  
[format](#)

[Talk Back: Post a comment](#)

Former federal terrorism investigators say a piece of luggage hastily checked in at the Portland, Maine, airport by a World Trade Center hijacker on the morning of Sept. 11 provided the Rosetta stone enabling FBI agents to swiftly unravel the mystery of who carried out the suicide attacks and what motivated them.

A mix-up in Boston prevented the luggage from connecting with the plane that hijackers crashed into the north tower of the trade center. Seized by FBI agents at Boston's Logan Airport, investigators said, it contained Arab-language papers revealing the identities of all 19 hijackers involved in the four hijackings, as well as information on their plans, backgrounds and motives.

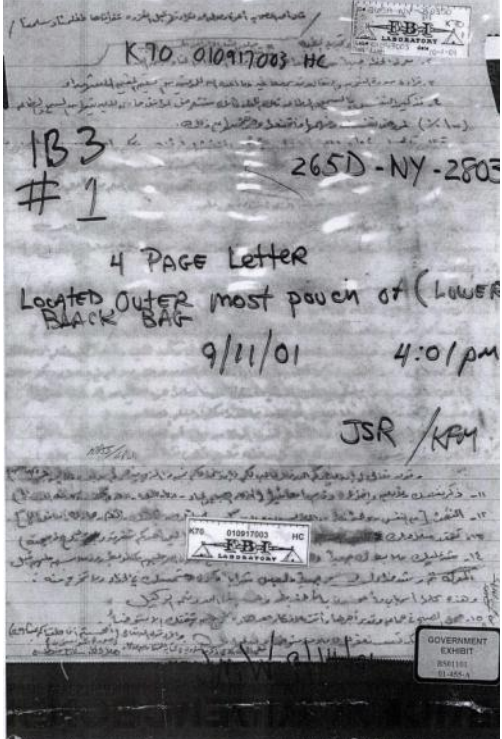
The luggage saga represents what the former federal authorities describe as an untold story of 9/11 -- offering explanations for questions long unanswered about the investigation of the tragedy, such as how authorities were able to identify the hijackers so soon after the attacks.

The former federal investigators said information found in the bag was passed on to Justice

[\*Fair Use: For more information see footnote. 7]

<sup>7</sup> [http://www.law.cornell.edu/uscode/17/107.shtml]

Items found in “left behind” luggage  
FBI evidence

FBI Exhibit No.	Item	Image	Comment
BSO1101	Four page hand-written letter with Arabic writing, found in luggage recovered at Logan Airport (Boston)		Translation Exhibit #BSO1101T

### The Independent

*What Muslim Would Write: ‘The Time of Fun and Waste is Gone’?*

Robert Fisk

September 29, 2001

Fearful, chilling, grotesque, but also very, very odd. If the handwritten, five-page document which the FBI says it found in the baggage of Mohamed Atta, the suicide bomber from Egypt, is genuine, then the men who murdered more than 7,000 innocent people believed in a very exclusive version of Islam, or were surprisingly unfamiliar with their religion.

“The time of Fun and waste is gone,” Atta, or one of his associates, is reported to have written in the note. “Be optimistic...Check all your items: Your bag, your clothes, your knives, your will, your IDs, your passport. In the morning, try to pray the morning prayer with an open heart.”

Part theological, part mission statement, the document, extracts from which were published in *The Washington Post* yesterday, raises more questions than it answers. Under the heading of “Last Night,” presumably the night of 10 September, the writer tells his fellow hijackers to “remind yourself that in this night you will face many challenges. But you have to face them and understand it 100 per cent. Obey God, his messenger, and don’t fight among yourself [*sic*] where [*sic*] you become weak. Everybody hates death, fears death.” The document begins with the words: “In the name of God, the most merciful, the most compassionate. In the name of God, of myself, and of my family.”

The problem is that no Muslim (however ill-taught) would include his family in such a prayer. Indeed, he would mention the Prophet Mohamed immediately after he mentioned God in the first line. Lebanese and Palestinian suicide bombers have never been known to refer to “the time of fun and waste” because a true Muslim would not have “wasted” his time and would regard pleasure as a reward of the after-life. And what Muslim would urge his fellow believers to recite the Morning Prayer; and then go on to quote from it? A devout Muslim would not need to be reminded of his duty to say the first of the five prayers of the day, and would certainly not need to be reminded of the text. It is as if a Christian, urging his followers to recite the Lord’s Prayer, felt it necessary to read the whole prayer in case they didn’t remember it.

American scholars have already raised questions about the use of “100 per cent;” hardly a theological term to be found in a religious exhortation, and the use of the word “optimistic” with reference to the Prophet is a decidedly modern word. However, the full and original Arabic text has not been released by the FBI. The translation, as it stands, suggests an almost Christian view of what the hijackers might have felt, asking to be forgiven their sins, explaining that fear of death is natural, that “a believer is always plagued with problems.”

A Muslim is encouraged not to fear death; it is, after all, the moment when he or she believes they will start a new life, and a believer in the Islamic world is one who is certain of his path, not “plagued with problems.” There are no references to any of Usama bin Laden’s demands: For an American withdrawal from the Gulf, an end to Israeli occupation, the overthrow of pro-American Arab regimes; nor any narrative context for the atrocities about to be committed. If the men had an aspiration, and if the document is above suspicion, then they were sending their message direct to their God. The prayer/instructions may have been distributed to other hijackers before the massacres occurred. The *Washington Post* says the FBI found another copy of “essentially the same document” in the wreckage of the plane which crashed in Pennsylvania. No text of this document has been released.

In the past, CIA translators have turned out to be Lebanese Maronite Christians whose understanding of Islam and its prayers may have led to serious textual errors. Could this be to blame for the weird references in the note found in Atta's baggage? Or is there something more mysterious about the background of those who committed a crime against humanity in New York and Washington, just over two weeks ago? From the start, the hole in the story has been the reported behaviour of the hijackers. Atta was said to have been a near-alcoholic, while Ziad Jarrahi, the alleged Lebanese hijacker of the plane which crashed in Pennsylvania, had a Turkish girlfriend in Hamburg and enjoyed nightclubs and drinking. Is this why the published text refers to the "forgiveness" of sin? The final instruction, "to make sure that you are clean, your clothes are clean, including your shoes," may have been intended as a call to purify a "martyr" before death. Equally, it may reflect the thoughts of a truly eccentric and wicked mind.

The document found in Atta's baggage ends with a heading: "When you enter the plane." It then urges the hijackers to recite: "Oh God, open all doors for me. I am asking for your help. I am asking you for forgiveness. I am asking you to lighten my way. I am asking you to lift the burden I feel." Was this an attempt to smother latent feelings of compassion towards the passengers on the hijacked planes, who included children among them, or towards the thousands who would die when the aircraft crashed? Did the 19 suicide bombers say these words to themselves in their last moments? Or didn't they need to?

\*Fair Use: For more information see footnote. <sup>1</sup>

---

<sup>1</sup> [<http://www.law.cornell.edu/uscode/17/107.shtml>]

#### The Last Night:

1. Embrace the will to die and renew allegiance.  
- Shave the extra body hair and wear cologne.  
- Pray.
2. Familiarize yourself with the plan well from every aspect, and anticipate the reaction and resistance from the enemy.
3. Read the Al-Tawbah [i.e. Repentance], the Arafat chapters [in the Koran], and reflect on their meaning and what Allah has prepared for the believers and the martyrs in Paradise.
4. Remind your self on this night to listen and obey because you will be subjected to decisive situations in which you must listen and obey 100%. Accordingly, control yourself, explain, convince, and instigate it onto this. The Sublime said, "Obey Allah and the apostle. Do not fight among yourselves lest you fail and lose. Be patient for Allah is with those who are patient."
5. Rise at night and persist in your supplications for victory, ability, complete conquest, facilitation of matters, and ability to maintain secrecy.
6. Invoke [Allah] many times, and the best invocation is in reading the Holy Koran, by unanimous agreement among all the scholars. And it is sufficient for us that these are words of the creator of the heavens and earth with whom you are about to meet.
7. Purify your heart cleanse it from impurities. Forget and ignore what is of this world for the time of play has gone, and the time of truth is night! How much of our lives and time has been wasted, should we not exploit these few hours to offer sacrifice and obedience?
8. Be cheerful for you have only moments between you and your eternity, after which a happy and satisfying life begins, the eternal pleasures with the prophets, the righteous, the good and the martyrs, the best company you can have, whom God can provide you through His favor. So be optimistic because [Prophet Mohammed] "oved optimism in all his affairs."
9. Always concentrate on that which you will do if a problem befalls you. How to act, to remain steadfast, and regain your footing. And know that what happens to you is not within your power. This suffering came upon you from Allah, praised and uplifted, in order to elevate you and atone for your sins. Also know that within a few moments, by Allah's will, it will be resolved ... so congratulations, you have won the great reward

"You must not show any signs of nervousness or stress, and be joyful, happy, cheerful, and calm, because you are about to carry out an action that Allah loves and that pleases him. Then there will follow the day when with Allah's permission you will be with the "symphe" in paradise. Accordingly, smile in the face of adversity young man, for you are departing to the eternal paradise!"

Wherever you go and whatever you do, you should always recite invocations and prayers with Allah's believers and memorize them, and you will be successful, confident, victorious, and everything.

#### The Third Phase:

When you heard the "P," when you first place your foot in it, recite the prayers and remember, it is a real invasion for the sake of Allah [As the apostle] prayer and power upon him said, "The real or journey for the sake of Allah is better than the world and what is in it." When you set foot on "P" and take your seat, repeat the prayers and supplication mentioned earlier, then make yourself busy with repeating the Thakir and Allah's name. For He said, "O believers, when you come upon a group, stand your ground and invoke Allah many times over in order to succeed." Then, if the "P" makes a movement and begins to head toward Qaf then recite the prayer of travel for you are traveling to Allah "And be blessed by this travel."

Then you will see it stop, then take off, and this will be the hour of meeting of all the names of Allah. Therefore, pray to Allah, the Sublime, who mentioned in His Scriptures [the Koran], "Allah, give us patience, strengthen our feet, and grant us victory over the infidels." And as He said, "God forgive our sins and our wrongful ways, make our feet steadfast and give us victory over the infidels." And as the Prophet said, "Allah who inspired the Book, who drove away the clouds, who deflated the parties, defeat them and grant us victory over them. Defeat them and make them quake!" Pray that you and all your brothers will conquer, win, and hit the target without fear. Ask Allah to bless you with martyrdom, and welcome it with planning, patience, and care. Each one of you then should be prepared to do his best in playing his role to Allah's satisfaction and clutch his teeth as our predecessors did before engaging in battle.

When the morning begins, strike like heroes who are determined not to return to this world. Glorify [Allah], i.e., cry "Allah is Great", because this cry will strike terror in the hearts of the infidels. He said, "Strike down the rocks. Strike all mortals." And know that paradise has been adorned for you with the most beautiful things. The symphes, wearing their thorn, are calling out to you, "Come hither, followers of Allah!"

So if God willed for one of you to be slain, then let it be proclaimed to his mother and

4

from Allah, the Sublime, who said, "You who hoped to enter Paradise, Allah knows those who struggled and knows those who are patient."

10. Remember also the saying of Allah, the Sublime, "You wished death before facing it. You have men it while you were looking." Also remember, "How a minority defeated a majority by Allah's will." The Sublime also said, "If Allah grants you victory, no one will defeat you. And if HE fails you, who will make you victorious. The believers rely on Allah."
11. Remind yourself and your brothers of the invocations and ponder their meanings, the morning and evening invocations, invocations of the country, of the location, and of meeting up with the enemy, etc.
12. Spray on yourself, the suitcase, clothes, the knife, your tools, your Ihs, your (Tick), your passport, and all your documents.
13. Examine your weapon before departure, and it was said before the departure "Each of you must sharpen his blade and go out and wound his sacrifice."
14. Tighten your clothes well about you, for this is the custom of the good forebears, Allah bless them, for they pulled their clothes tight before battle. Also, tighten your shoes well and put on tight socks so that they would not come out of the shoes. All these things have been commanded for us to follow: "Allah is our best Representative and Defender."
15. Perform the morning prayers in a group and ponder their reward, then use the invocation. After this recite the Ihsikar. And do not leave your apartment without ritually cleansing yourself. For the angels will intercede for your forgiveness and pray for you as long as you have washed yourself. The Sublime said, "And do you think that we created you in vain?" The Believers Chapter [of the Koran.] In his book, The Chosen Among the Ihsas, see note above: [Translator Note: We moved note from top of page to here, its correct spot.] One of the Prophet's companions said that the prophet ordered us to, prior to an invasion/raid, read it, and so we read it and we took our spoils and returned safely.

#### After that, the Second Phase:

If the taxi takes you to the "A", then say the Thakir in the car many times, and say the prayer of riding, the prayer of the homeland, the prayer of place, and the other prayers [thakirs]

If you arrive and see the "A" and descend from the taxi, then recite the prayer of place, and every place you go to say it in the prayer of place. Smile and rest assured for Allah is with the believers, and the angels protect you while you remain unaware.

2

father, for you owe them. Do not fall out with one another, listen, and obey. And if you kill, then ask those you kill, because that is one of the laws of the Prophet, prayer and peace be upon. This on the condition that this does not distract you from keeping an eye on the enemy, his treason, and his attack, because the latter are more important. And if this is the case, it is necessary to give precedence to the mission and the group, because this is each individual's duty, and this is law, and duty takes precedence over law. Do not take revenge for yourself, but make your strikes and everything in the name of Allah. [Translator Note: The following summarizes the rest of this paragraph. The writer tells a tale of one of the companions of the prophet to illustrate that no action should be taken hastily in revenge, but all action should be taken in time in the name of Allah.]

Furthermore, apply to them the prisoners law, take prisoners and kill them as the Sublime said, "There is not a prophet who takes prisoners and goes forth with them on the earth.... Allah desires eternity and God is clear and wise!"

If all goes well, then each of you should put his brother's shoulder, at the "A," the "P," and the "C," remind him that this is work being done for Allah. And don't confuse or panic your brothers, but encourage them, reassure them and remind them. And how beautiful it is to read from the Koran: "Let them fight in Allah's name, those who would trade this temporal life for the afterlife." And also, the Sublime's saying, "Do not consider those who were killed for the sake of Allah dead," and other such verses. Or he may chant to them like their predecessors did in battle to reassure them and bring into their hearts tranquility and joy.

Do not forget to take for the spoils even a cup, or a glass of water, to quench your self and your brothers. And if possible, when the time of truth and the Zero Hour arrives, then rip open your clothes, and have your chest to embrace death for the sake of Allah! And you must continue to pronounce His name. And you either conclude with a prayer that, if possible, you begin seconds before the target, or your last words should be: "There is no god but Allah. Muhammad is His messenger!"

Afterward, Allah willing, there will be a rendezvous in the highest paradise with the mercy of Allah.

\* If you see the multitudes of the infidels, remember the parties [mercenaries of Muhammad] whose number was close to 10,000, and how Allah granted victory [over them] to the believers.

The Sublime said, "When the believers saw the parties, they said, 'This is what Allah and His apostle have promised us!' Allah and His apostle told us the truth." And this only increased their faith and submission [i.e., their Ihsan]."

5

Then, recite the prayer "Allah is greater than all His creation." And say "Allah, illegible according to your will" and "My God I see refuge in you from: >>>>>>> and I seek refuge in You from their wickedness," and say, "Allah create for us out of their hands a barrier and behind them a barrier and blind them so they may not see." And say, "Allah is our best Representative and Defender." And recall the Sublime's saying, "Those who were told that people have gathered against them, feared them, but HE increased their faith, so they proclaimed 'Allah is our best Representative and Defender.'"

After you say these you will find that things will become easier without any effort from you because God will have taken care of you for he has promised those who say this prayer that:

1. They would receive His grace and favor.
2. No harm will come to them.
3. They will please Allah.

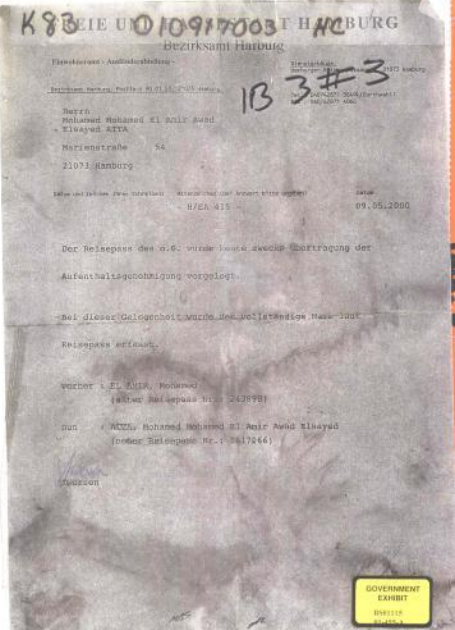
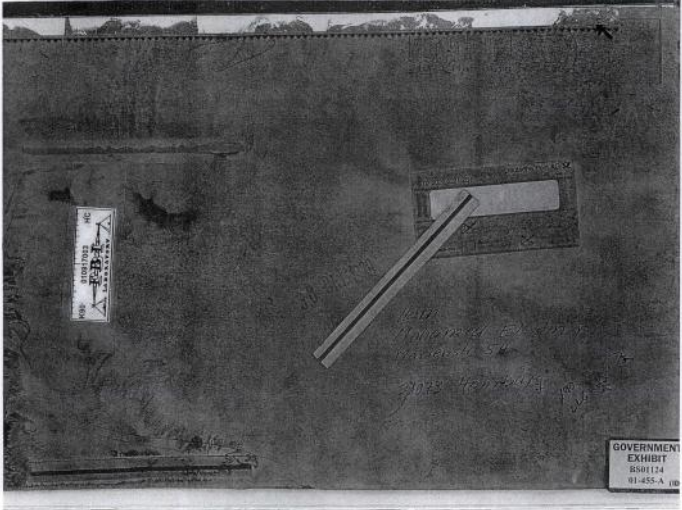
The Sublime said "They will receive Allah's grace and His favor, so they will not be harmed and please Allah. "Allah's favor is great." For all their equipment, their money, and their technology will never be of benefit nor harm except with the will of Allah.

And the faithful do not fear these things, but only those who are the followers of the devil fear them and in fact they also fear the devil. Fear is a great worship that should not be offered except to Allah, praised and uplifted. Allah deserves it, for the Sublime said, following up on these verses, "That devil scares his followers" who admire Western civilization and swallow their love and beatification of it with cold water, and fear their weak and fragile equipment. So "Do not fear them but fear [Allah] if you are believers!" For fear is a great worship that the believers cannot afford to expend except on Allah, the one god, in whose hand is everything. We strongly believe that Allah will frustrate the conspiracies of the infidels because the Sublime said, "God will frustrate the conspiracies of the infidels."

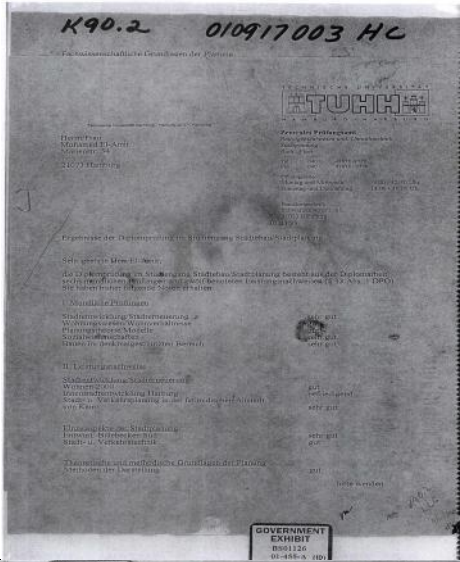
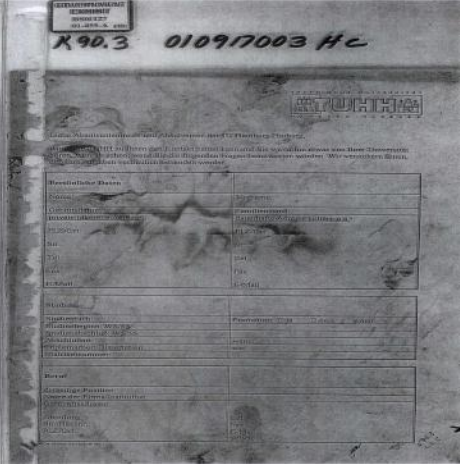
Then you must recite the Thakir, the greatest of them, and no one should notice that you are reciting that "There is no god but Allah," even if you say it a thousand times. No one should be able to know whether you are silent or reciting the name of Allah. And among the greatest of these is the saying of the prophet: "Wherever said there is no god but Allah and believed in his heart, entered paradise." Or as the prophet, prayer and peace upon him said, "If the seven heavens and the earth were placed on one scale and there is no god but Allah" in the other scale, the latter would be heavier." So you can smile while saying it. In this lies the greatness of this phrase, and its perfection is that its letters are free of diacritical marks. It is sufficient the contents of the word that you came to uphold and fight under its banner is, as the apostle, his companions and those who would follow them unto the day of judgement, had done.

3


Alleged final letter  
to all 19 alleged  
hijackers.

FBI Exhibit No.	Item	Image	Comment
BS01110 BS01115	Documents titled, FREIE UND HANSESTADT HAMBURG from luggage recovered at Logan Airport, Boston, Massachusetts		
BS01124	Envelope addressed to MOHAMED EL AMIR from luggage recovered at Logan Airport, Boston, Massachusetts		



FBI Exhibit No.	Item	Image	Comment
BS01126	Two-page document beginning with, “SEHR GEEHRTE HERR EL-AMIR...” from luggage recovered at Logan Airport, Boston, Massachusetts		
BS01127	Document beginning with, “LIEBE ABSOLVENTENINNEN...,” from luggage recovered at Logan Airport, Boston, Massachusetts		



FBI Exhibit No.	Item	Image	Comment
BSO1143	Can of red pepper spray from luggage recovered at Logan Airport, Boston, Massachusetts		Found in the main compartment of luggage area

The list of names of the alleged 19 hijackers supposedly found in the “left behind” luggage was not released to the public domain; instead, the names were compiled (including photos) and posted on the FBI’s Website.

During the time Atta wrote his will, he must have travelled to Italy, for on October 6, 1996, he returns to Egypt via Italy, and on November 1, he is found staying with his parents in Cairo “attempting to find a suitable wife.” We are not told when his family left Giza to return to Egypt.

Atta found employment upon his return to Cairo, because on July 31, 1997, he leaves a company called Plankonotor <sup>1</sup> to re-establish employment at the Urban Development Centre in Cairo. There is also another company with a similar name: Plankontor <sup>2</sup> that was investigated by *The Observer*; they interviewed one of the employees who talked about Atta: “Atta was laid off by Plankontor. The partners had bought a CAD system and his draughtsmanship was not needed. When he was given his last sum of money, he got too much from us and he sent it back. He said that he hadn’t earned it and he didn’t want any more.” <sup>3</sup>

By March 25, 1998, Atta has issued a Visa Credit card (numbered: 4154-7600-1013-6310) via Dresdner Bank in Hamburg, Germany. Two months later, May 1, 1998, he is seen in Cairo with a beard, which according to the FBI “identified him as a fundamentalist Muslim, and identified this lifestyle.” In August 1, 1998, Atta starts work at Hay Computing Services. <sup>4</sup> On September 20 his Visa statement shows him buying a DB-Zugbegleiter ZUG-NR 607, which the FBI translate as a map and/or book which is a companion if you travel by train. Now in Germany, December 13, 1998, Atta calls his father in Egypt, and then placed another call to his uncle and sister on January 18, 1999. On January 27, Atta establishes an Islamic Student Union at the Technical University in Hamburg under his assumed name “el-Amir.”



On March 26, 1999, Atta has another call with his father in Egypt, and a visit to a dentist in Germany still places him in that country by June 10. This medical record was later added on his FAA pilot application.

Up to this point, we have no information if Atta received any pilot training. However, as the chronology goes into his arrival in the United States, it will be

noted that Atta had prior knowledge of piloting before his enrolment at pilot schools in Florida.

On June 18, 1999, Atta is residing with someone called [“Said”] Bahaji, <sup>5</sup> a probable acquaintance through the newly founded Islamic Student Union. On the same date, Atta calls his sister. Then three months later (September 24) Atta leaves his employment at Hay

<sup>1</sup> “Earning around \$850 a month,” according to *The Washington Post*: [<http://www.washingtonpost.com/ac2/wp-dyn?pagename=article&node=&contentId=A6745-2001Sep21&notFound=true>]

<sup>2</sup> [<http://www.plankontor-stadt-und-land.de/>]

<sup>3</sup> [<http://observer.guardian.co.uk/waronterrorism/story/0,1373,556630,00.html>]

<sup>4</sup> Texas Service Center Enforcement Operations Division: Atta worked as a “warehouse worker.”

<sup>5</sup> PENTTBOMB (265a-ny-280350) Law Enforcement Sensitive report, published April 19, 2002.

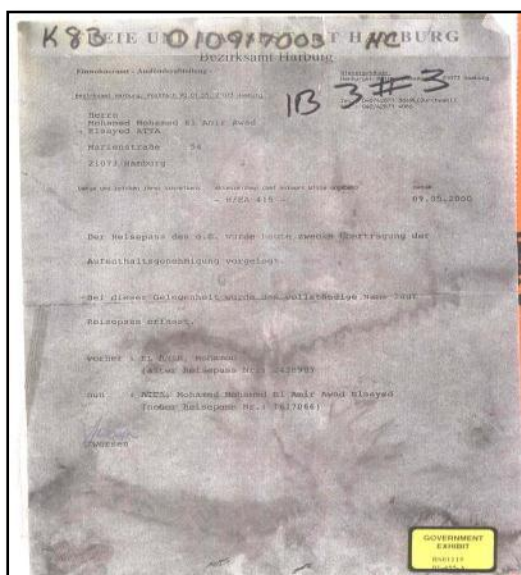
Computing Services. <sup>6</sup> It is some time during late 1999 (exact information redacted) that Atta reports his passport stolen, probably from someone within the Islamic Student Union.

9/11 Commission Timeline: November 15, 1999, Atta purchases airline tickets, which would mean he had issued a new passport, due to his travelling on February 25, 2000, as seen in the following flight itinerary.

Date	Airlines	Route
November 29, 1999	Turkish flight # unknown	Hamburg - Istanbul - Karachi
February 24, 2000	Turkish flight # unknown	Karachi - Istanbul
February 25, 2000	Turkish flight # unknown	Istanbul - Hamburg

We are not given this new passport's number (neither is it redacted) by the FBI; probably they did not have this information. However, in a PENTTBOMB (265a-ny-280350) Law Enforcement Sensitive report, published in April 19, 2002, Atta's passport information is forthcoming. This passport information will come in handy later on as we note three different Attas circulating in Europe and the U.S. on the same dates. Check the timeline at the end of this section to note the peculiarities of these passports.

- First Egyptian passport (#354844) issued in Giza on May 25, 1992
- Second Egyptian passport (#243898) issued in Cairo on January 1, 1998
- Third Egyptian passport (#1617066) issued in Hamburg on May 8, 2000



The FBI produced a letter (left image) at Zacarias Moussaoui's trial with Exhibit #BSO1115. The letter is from the city of Hamburg (to Atta) stating that his name has been changed from "Mohamod El Amir" in his second Egyptian passport issued (#243898) January 1, 1998, and reported stolen; the name change was for "Mohamed Mohamed El Amir Awad Elsayed Atta," and went on his third Egyptian passport issued in Hamburg (#1617066) May 8, 2000.

FBI Timeline: Now in Hamburg, on March 15, 2000, Atta visited a physician "for a cough;" but by March 22, two emails are sent from his email account. One email requests "information" from the Airman Flight School in Norman, Oklahoma; another email to the same school, requesting information about the Academy of Lakeland in Florida. By April 13, he writes directly

<sup>6</sup> [http://www.veryant.com/resources/customers/haycomputing.pdf]

to the Academy of Lakeland in Florida, unknown what the subject of correspondence was or why Atta delayed writing. Whatever the real correspondence between Atta and the Academy of Lakeland in Florida, it motivated him on May 8, 2000, to apply for a new passport (number 1617066). <sup>7</sup> On May 18 he applies for a B1/B2 U.S. Visa in Berlin which is given to him the same day. (See image at beginning of this section)

When evidence is destroyed, either by deliberate efforts or by happenstance, it allows any person to assume the wildest theories; so when the 9/11 Commission delved into Atta's visa records, his visa application had already been "destroyed" by August 7, 2002. From there onwards, any date and/or name can be added to a Visa to suit a timeline. There is no information why the Visa application was "destroyed" or if a criminal investigation was conducted into the circumstances that led to its destruction. It is disturbing the 9/11 Commission could produce their results after the destruction of documents; their report was termed to alleviate conspiracies and offer some comfort to the families of the victims that perished on 9/11.


NIV Applicant Detail Page 1 of 1

The United States Department of State - Bureau of Consular Affairs  
**NIV Applicant Detail - Mohamed Atta** J. McClellan  
8/7/02  
 QUIGLEYPR on November 08, 2001 10:54 ET

---

**Sensitive But Unclassified (SBU) - Information Protected under INA 222(f) and 9 FAM 40.4**

---



<b>Issuing Post Name</b>		<b>Control Number</b>	
BERLIN		2000138 958 0003	
<b>Surname</b>			
ATTA			
<b>Given Name</b>			
MOHAMED MOHAMED ELAMIR			
<b>Passport Number</b>	<b>Gender</b>	<b>Date of Birth</b>	<b>Nationality</b>
1617066, Regular	Male	01SEP1968	EGYP
<b>Place of Birth</b>			
Egypt (EGYP)			

<b>Class</b>	<b>Entries</b>	<b>Issue Date</b>	<b>Expiration Date</b>	<b>Foil Number</b>
B1/B2	M	18-MAY-2000	16-MAY-2005	34137932

---

**Judication History** Auditor's note: "M" = multiple entry, Jan 5/29/02

<b>Id Date</b>	<b>Status</b>
17-MAY-2000	Issued

**Foil History**

<b>Foil Number</b>	<b>Class</b>	<b>Date Printed</b>	<b>Foil Status</b>
34137932	B1/B2	18-MAY-2000	Printed and passed QA

**Namecheck(s)**

<b>Seq #</b>	<b>Status</b>	<b>Source</b>	<b>DNC/Class Hits</b>	<b>DNC/Class Worst Hit</b>	<b>Local Worst Hit</b>	<b>Data Entry Date</b>
1	RECEIVED	CLASS	0	NR	NR	17-MAY-2000

AUDITOR'S NOTE: ACCORDING TO BERLIN CONSULAR CHIEF JIM LEVY TOLD US WE COULD NOT VIEW THE APPLICATION BECAUSE IT HAD ALREADY BEEN DESTROYED.

Jody Woods  
8/7/02

Source: See w/p 19A-C

Purpose: To provide information on one of the 19 9/11 hijackers

[http://cadata.ca.state.gov/pls/public/rpt\\_niv\\_applicant\\_detail.report?P\\_JULIAN\\_DTE=17-MAY-2000&P\\_BATCH\\_ID=71](http://cadata.ca.state.gov/pls/public/rpt_niv_applicant_detail.report?P_JULIAN_DTE=17-MAY-2000&P_BATCH_ID=71)

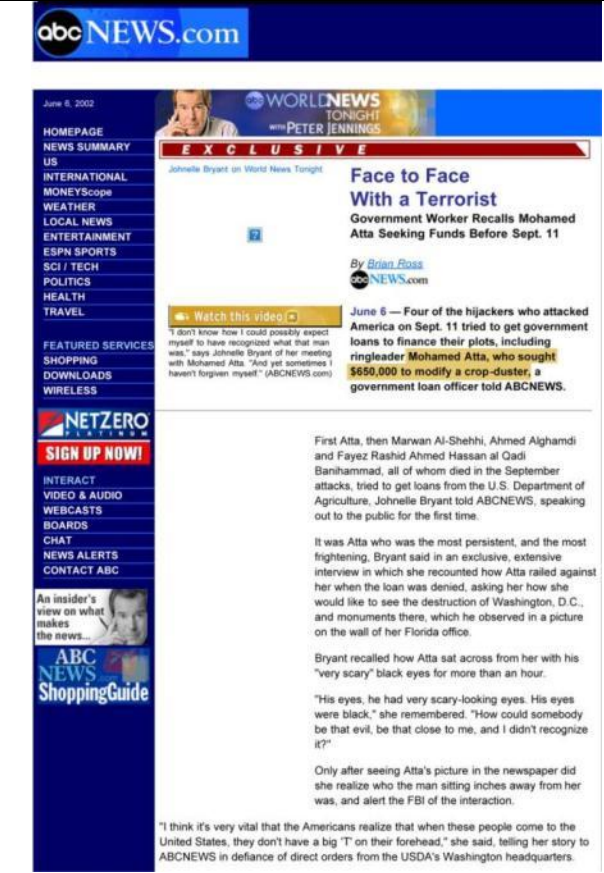
<sup>7</sup> Atta has no beard in his passport photo.

**Important:** The FBI has Atta entering the U.S. on June 3, 2000, at Newark (New Jersey) with a B2 Visa. However, witnesses at the Portland Library and at the U.S. Department of Agriculture tell how Atta is in the U.S. by April 2000. This would coincide with a War Game exercise being conducted at the same time on April 19, 2000, “Vo-oo” which is a crop duster chemical incident drill. Why this is significant, is due to Johnelle Bryant’s account who works in the U.S. Department of Agriculture.

## ABC News

### *Face to Face With a Terrorist*

*June 6, 2002*

	<p>"They don't look like what you think a terrorist would look like," said Bryant.</p> <p>"I had terrorists in my office, and I helped them," she said. "I gave them information unknowingly ... And I'm afraid that there probably will be a next time, unless it's stopped from the ground-floor level by an American."</p> <p><b>Financing for an Immigrant's Dream</b></p> <p>According to Bryant, who has worked at the government agency for 16 years, Atta arrived in her office sometime between the end of April and the middle of May 2000, inquiring about a loan to finance an aircraft.</p> <p>"At first, he refused to speak with me," said Bryant, remembering that Atta called her "but a female." Bryant explained that she was the manager, but he still refused to conduct business with her. Ultimately, she said, "I told him that if he was interested in getting a farm-service agency loan in my servicing area, then he would need to deal with me."</p> <p>Throughout the interview, he continued to refer to Bryant as "but a female," and Bryant said, "He would say it with disgust."</p> <p>During the initial applicant interview, Bryant was taking notes. "I wrote his name down, and I spelled it A-T-T-A-H, and he told me, 'No, A-T-T-A, as in Atta boy!'"</p> <p>He said he had just arrived in the United States from Afghanistan "to start his dream, which was to go flight school and get his pilot's license, and work both as a charter pilot and a crop duster too," she said. He was seeking \$650,000 for a crop-dusting business.</p> <p>"He wanted to finance a twin-engine six-passenger aircraft ... and remove the seats," said Bryant. "He said he was an engineer, and he wanted to build a chemical tank that would fit inside the aircraft and take up every available square inch of the aircraft except for where the pilot would be sitting."</p> <p>When Bryant explained that there was an application process, Atta became "very agitated." He thought the loan would be in cash, and that he would have no trouble obtaining it to purchase an aircraft.</p> <p>He also remarked about the lack of security in the building, pointing specifically to a safe behind Bryant's desk. "He asked me what would prevent him from going behind my desk and cutting my throat and making off with the millions of dollars in that safe," said Bryant, who explained that there was no money in the safe because loans are never given in cash, and also that she was trained in karate.</p> <p>"He wanted to know how, once he became settled down in the United States, how he could take that kind of training," she says.</p> <p>Bryant turned him down for the loan because as a non-U.S. citizen he did not meet the basic eligibility requirements and because the program is intended for actual farming purposes. But she referred him to other government agencies and to a bank downstairs.</p> <p>He asked questions about whether his plans to be out of the country for a few weeks would interfere with his eligibility for a loan. "I think he said he needed to go to Madrid, and somewhere in Germany, and then there was a third country," said Bryant.</p> <p>Being turned down for the loan altered the hijackers' plans. According to law enforcement officials, packing twin-engine planes with explosive chemicals, making it a flying bomb, had been the terrorists' plan since the mid-1990s. When Atta reported to his group that he could not get a loan to buy smaller planes, the plan was switched to hijacking passenger jets, according to what Abu Zaydah, a top lieutenant of Osama bin Laden, has told American interrogators since his capture.</p>
--	--

<sup>8</sup> Fair Use: For more information see footnote. <sup>8</sup>

According to Bryant’s account, the information clashes tremendously with official accounts. First, *ABC News* reports that law enforcement officials knew that planes were part of a plan to attack U.S. buildings “since the mid-1990s.” Second, Atta was in the U.S. prior June 3, 2000, contradicting law enforcement officials that he never was in the U.S. prior the date on his U.S. Visa. That the discussion of the meeting between the U.S. Department of Agriculture and Atta to obtain a loan of “\$650,000, for a crop-dusting business,” the same time during late April 2000

<sup>8</sup> [http://www.law.cornell.edu/uscode/17/107.shtml]



when the crop duster chemical incident drill is being implemented by WADS and NORAD is not only incredible, but has no flavour of a coincidence to be deemed coincidental.

Atta mentions that he wants to “build a chemical tank that would fit inside the aircraft and take up every available square inch of the aircraft except for where the pilot would be sitting.” He uses his real name; he says he has just arrived from Afghanistan; tells about his travel plans to Spain and Germany, and is interested in visiting New York.

4/19/2000 VO 00	Crop duster chemical incident	Inside-Inside	WADS	Holloman	Holloman	Crop Duster	Crop Duster flies over Holloman and release an aerosol. Six mechanics display symptoms of pesticide poisoning.	WADS to execute NORAD NBC Warning and
-----------------	-------------------------------	---------------	------	----------	----------	-------------	--	---------------------------------------

*9/11 Commission table  
Description of crop duster drill*

It is not peculiar that the above account took place in April 2000 when the War Game exercise “Vo-00” (crop duster chemical incident drill) was being conducted. Furthermore, the Texas Service Center Enforcement Operations Division Timeline on Atta also supports that Atta was “In Florida, made inquiries regarding starting a crop dusting company.” The same timeline has Atta inquiring further into “crop-dusters at Belle Glade State Municipal Airport in Belle Glade, Florida, during February 2001.” Further witness testimony of Atta’s presence in the U.S. during April 2000 will be given further down.



For Official Use Only

**Texas Service Center**

**Enforcement Operations Division**

**911 Terrorist Review**



American Airlines #11  
Boston to Los Angeles  
North Tower of World Trade  
Center



**Mohamed Mohamed Elamir**  
**Awad Elsayed ATTA**  
DOB: 1SEP68  
COC: Egypt  
COR: Germany

**Terrorist Timeline**

<b>1995</b>	2ATTA shared an apartment with known consirator Ramzi Bin ALSHIBH in Germany. ATTA and ALSHIBH as warehouse workers at a computer company in Hamburg, Germany.
<b>1998</b>	2ATTA, Ramzi Bin AL-SHIBH, Marwan ALSHEHHI and Ziad JARRAH and others formed and maintained an al Qaeda terrorist cell in Germany
<b><u>2000-2001</u></b>	<u>2In Florida made inquiries regarding starting a crop dusting company</u>

*Texas Service Center Enforcement Operations Division Timeline*

Atta’s “destroyed” application for a U.S. Visa comes conveniently one month prior to an extreme change in procedures on applying for a United States Visa. On June 1, 2001, the same date U.S. Airspace Protocol was changed in the United States by the Pentagon, another change happened, this time by implementing the Visa Express Program. It was introduced for all Saudi citizens applying for Visas in Saudi Arabia in an effort to make the consular workload more manageable and to reduce the size of the crowds outside of the embassy.

National Commission on Terrorist Attacks Upon the United States  
Monograph on Terrorist Financing <sup>9</sup>

The concept was simple. Instead of going to the U.S. consulate to apply for a visa, the applicant filled out the form at one of ten approved travel agencies. After collecting the application, the visa application fee, and the applicant's passport, the travel agency delivered these documents to the embassy in Riyadh or to the consulate in Jeddah, and picked up the package of documents the next day. If the application was approved, then the agency was responsible for returning the passport (now containing the visa) to the applicant. If the consular officials determined that an interview was necessary, then the travel agency was responsible for so notifying the applicant by providing him or her with a letter from the consular section. Applicants were rejected only after an in-person interview. So in late June 2001, when intelligence indicated that al-Qa'ida was planning a major attack against U.S. interests in the near future, [see earlier worldwide warning for May 2001] the Visa Express Program in Saudi Arabia was expanded to include all applicants in Saudi Arabia. This extension generated some controversy in Jeddah. The consular officer processing most applications believed it created havoc with the visa workflow in the busy summer months of 2001. It also established uniform procedures in the two visa issuing posts. In so doing, the program largely ended the differences in visa and interview policy between Jeddah and Riyadh. At the same time, Visa Express eliminated an important aspect of visa work that had existed before its creation: The ability of consular officers and staff to eyeball visa applicants when they presented their applications. It also became impossible for the consular officer to select an individual for an interview on the basis of some concern (including one related to security) without drawing attention to the decision. In other words, the Visa Express Program removed the element of surprise from visa interviews. Whereas previously a consular officer could decide to interview an applicant for any reason, or, as one said they sometimes did, for no reason, after the program's implementation, the consular officer was required to send formal notice to the applicant via a travel agency that an interview was requested.

**The Hijackers and Their Visas**

Last Name	First Name	DOB	POB	DOI	POI	Consul	Supervi
Al-Ghamdi	Ahmed Saleh	7/2/79	SARB	9/3/00	Jeddah		
Al-Ghamdi	Hamza	11/18/80	SARB	10/17/00	Riyadh		
Al-Ghamdi	Saeed	11/21/79	SARB	9/4/00	Jeddah		
Al-Ghamdi	Saeed	11/21/79	SARB	6/12/01	Jeddah		
Al-Hazmi	Nawaf	8/9/76	SARB	4/3/99	Jeddah		
Al-Hazmi	Salem	2/2/81	SARB	6/20/01	Jeddah		
Al-Haznawi	Ahmad	11/11/80	SARB	11/12/00	Jeddah		
Al-Mihdhar	Khalid	5/16/75	SARB	4/7/99	Jeddah		
Al-Mihdhar	Khalid	5/16/75	SARB	6/13/01	Jeddah		
Al-Nami	Ahmad	12/7/77	SARB	10/28/00	Jeddah		
Al-Nami	Ahmad	12/7/77	SARB	4/23/01	Jeddah		
Al-Omari	Abdul Aziz	5/28/79	SARB	6/18/01	Jeddah		
Al-Shehri	Marwan Yousef	5/9/78	UAE	1/18/00	Dubai		
Al-Shehri	Mohand	5/7/79	SARB	10/23/00	Riyadh		
Al-Shehri	Wail Mohammad	7/31/73	SARB	10/24/00	Jeddah		
Al-Shehri	Waleed Mohammad	12/20/78	SARB	10/24/00	Jeddah		
Al-Suqami	Satan	6/28/76	SARB	11/21/00	Riyadh		
Atta	Mohamed	9/1/68	Egypt	5/18/00	Berlin		
Banihammad	Fayez Rashid	3/19/77	UAE	6/18/01	Abu Dhabi		
Hanjour	Hani	8/30/72	SARB	11/2/97	Jeddah		
Hanjour	Hani	8/30/72	SARB	9/25/00	Jeddah		
Jarrah	Ziad Samir	5/11/75	Lebanon	5/25/00	Berlin		
Moged	Majed	6/18/77	SARB	11/20/00	Riyadh		

*A line in italics represents the first of two visas*

*10-11 visa inquiry rep. wolf/the hijackers and their visas.doc*

<sup>9</sup> Staff Report to the 9/11 Commission.

The October 2002 “United States General Accounting Office” report stated: “We reviewed 18 Visa applications for 15 hijackers from Saudi Arabia and the United Arab Emirates. None of these 18 applications had been completely filled out. Based on our review of these applications and our discussions with consular officers, we determined that consular officers granted Visas to 13 of these 15 Saudi and Emirati hijackers without an interview. Consular officers in these two countries told us that if post practices had been to review the merits of each application, they would have been more likely to call those individuals in for an interview and obtain more information on whether they had strong ties abroad and a clear, credible purpose for their visit to the United States.” In regards to the Visa Express Program, it is inserted in the pre-mentioned report as a footnote:

The posts in Saudi Arabia instituted the Visa Express Program for Saudi nationals in May 2001 and expanded it to all visa applicants in June 2001. This program required applicants to submit their applications to any of 10 designated travel agencies, which would then forward them for processing to the U.S. embassy in Riyadh or the consulate in Jeddah. At that stage, consular officers would review the applications. Four of the 15 Saudi hijackers received their visas after the start of the Visa Express Program. The program did not affect the likelihood that Saudi applicants would be interviewed. The interview rate for Saudi nationals remained at less than 3% through September 10, 2001.

Atta, now in the possession of a U.S. Visa, a passport, and a Czech Visa (#562206), <sup>10</sup> on June 1, 2000, he purchases a bus ticket with cash. The bus belonging to Tourbus S.A. departs from Cologne at 4 p.m. and takes him to Prague. There, the following day, he books airline tickets, again paying cash. The ticket information is not given by the FBI; however it is given by the 9/11 Commission Timeline.

Date	Airlines	Route
June 3, 2000	Czechoslovakian Flight CSA52	Prague - Newark, New Jersey
July 30, 2000	Czechoslovakian Flight ?	Newark, New Jersey – Prague (not used)

On June 3, 2000, Atta enters the U.S. at Newark, New Jersey with a B2 Visa stating his residence at the Lexington Hotel. He purchases, and then activates a Motorola cell phone on June 4 which will deactivate for July 11. By this time his email inquiries show correspondence with the Daniel Webster flight training school in Nashua (New Hampshire) whilst on June 18, he rents an apartment with a “white bedroom;” location is redacted. <sup>11</sup>

Four days later (June 22) Atta files for professional pilot training at the Century Flight Academy in Morristown, New Jersey. On June 26 he rents a blue Ford Escort from Ramp Motors Inc., New York. It will be returned on July 1 with 623 mileage usage. By June 28 he rents a room on 12th Street in Brooklyn, and June 29 he purchases airline tickets.

<sup>10</sup> PENTTBOMB (265a-ny-280350) Law Enforcement Sensitive report, published April 19, 2002.

<sup>11</sup> The apartment is rented with Marwan al-Shehhi (date of birth redacted by the FBI), pilot of Flight UA175 which was involved in the WTC2 crash.



Date	Airlines	Route
July 2, 2000	American Flight AA325	New York, La Guardia - Chicago, Illinois
	American Flight AA1497	Chicago, Illinois - Oklahoma City
July 7, 2000 (non-show)	American Flight AA1798	Oklahoma City - Dallas, Texas - New York

July 1, 2000, Atta returns the blue Ford Escort he rented from Ramp Motors Inc. (New York), to Rent-A-Car System (New York) with mileage use of 623. The following day (July 2) he travels with the above itinerary. Once in Oklahoma City, at 20:50 p.m., he checks into Sooner Hotel & Suites (room #450).<sup>12</sup>

Sooner Hotel & Suites is located right on the University campus of Oklahoma near the stadium for football fans. The room was paid by Airman Flight School in Norman, Oklahoma.<sup>13</sup> We are not told why the flight school would pay for this room and it is not mentioned at all in the 9/11 Commission Timeline. Four days later (July 6) instead of enrolling with Airman Flight School (Oklahoma) that paid for his room, Atta enrolls at Huffman Aviation in Venice, Florida. We are not informed with what means he arrived in Florida.

Huffman Aviation was established in 1972 as Venice Flying Service, and was reorganized in 1987 and renamed as Huffman Aviation, which was purchased, according to General Aviation News by “Naples-based entrepreneurs Wally Hilliard and Rudy Dekkers. The Huffman 12-aircraft fleet includes a Cessna 150 and 172, Piper Warriors, Katanas, an Arrow and a Seminole. Hilliard and Dekkers also own Ambassador Airways, an FBO on the Naples airport.”



At the time of purchase, the school had a fleet of 12 small aircraft. Huffman offered private pilot, instrument rating, Commercial pilot, Multi-Engine Ratings, and flight instructor training, but did not offer training on larger, jet aircraft. More than 80% of the school's students were foreign nationals, following a marketing campaign designed to attract overseas students. It also suffered from a poor local reputation, as the *Venice Gondolier* tabloid ran continuing stories about the flight school's troubles. On May 12, 2001, it reported that the school had paid 3 months of past-due rent, and had been

threatened with eviction by the city on June 9. This was the same period the worldwide caution alert is circulated which was given earlier. According to Wikipedia, when Atta presented himself to Huffman Aviation, he claimed to be of royal Saudi descent and introduced Marwan al-Shehhi as his bodyguard. By the time this timeline is concluded, it will be reasonable to conclude that Atta, though not being of royal Saudi descent, had indeed some ties with high officials, and the possibility that al-Shehhi was his bodyguard would not be an outrageous claim.

<sup>12</sup> The apartment is rented with “Marwan al-Shehhi.”

<sup>13</sup> [<http://www.intelligence.senate.gov/0209hrg/020926/witness.htm>]

In August, the school filed the necessary INS paperwork in order to allow both pilots to switch from “tourist” Visas to “student,” in order to allow them to enrol in the school’s piloting program. While they were allowed to apply, final verification did not reach the school until March 11, 2002. Still from Wikipedia’s reports, for a short while, during their time at the school, both al-Shehhi and Atta lived with a company employee named Charlie Voss for a few days, paying him about \$250 cash. After a week, Voss reportedly kicked them out of his house for insulting his wife.<sup>14</sup>

The same day of the enrolment at Huffman Aviation (July 6), Atta rents a blue Aries from Sarasota Auto Rentals in Florida and will return it prior to its due date for July 13. The car had an expenditure of 115 miles. The next day (July 7) Atta begins his training at Huffman Aviation. On July 10, he deposits a cheque in his SunTrust account for \$4,200 and purchases a 1989 red Pontiac Grand Prix from Cramer Toyota in Venice, Florida. The insurance for the car was paid on July 11 the same day his Motorola cell phone account deactivates.

From this point onwards, Atta would not need to rent cars unless he wanted to leave a trail of his travels on car rental records. Why he did this remains unexplained by the FBI. But as we continue, it is evident that not only one trail is left behind by Atta, but three. These false trails could easily have been an exercise for Atta’s training when he would be implemented into the War Games that were going to be conducted on 9/11.

July 12, 2000, Atta leases an apartment at 516 West Laurel Road, Venice (Florida) from The Rental Company for \$550 a month. The following day, he pays first and last month of the lease at the apartment. On July 18 he requested a change in his flight instructor at Huffman Aviation and received his Medical Certificate to enter the accelerated pilot program. Following this, he receives a wire transfer for the amount of \$9,985 via the United Arab Emirates Exchange Centre in Dubai.<sup>15</sup> July 24 Atta pays \$74 for his FAA Medical Exam and receives a Class III Medical Certificate “with the restriction that he must wear corrective lenses.”

1060	7/24/2000	MISC	Mohamed Atta	Class III Medical Certificate Issued to Mohamed Atta (Certificate # 2638990); Dated 7/24/2000 with the restriction that he <u>must wear corrective lenses.</u>	Medical examination received by Mohamed Atta (DOB: 9-1-68) date July 24, 2000 by Aviation Medical Examiner	265A-NY-280350-302-28573; 1A33819, 280350-302, SERIAL 92356, 1B3776
------	-----------	------	--------------	--	--	---

#### *FBI Timeline on Atta*

According to Aviation Wise, “Class 3 medical certificates are for private pilot duties only. They have the least restrictive medical requirements and the certificates are generally good for 3 years for applicants under age 40 and 2 years for those 40 and over.”<sup>16</sup> On another Website, Flight Physical, they note that “If corrective lenses (spectacles or contact lenses) are necessary for 20/40 vision, the person may be eligible only on the condition that corrective lenses are worn while exercising the privileges of an Airman Certificate.”<sup>17</sup> It is unknown if Atta wore these “corrective lenses” during his remaining days of his pilot training.

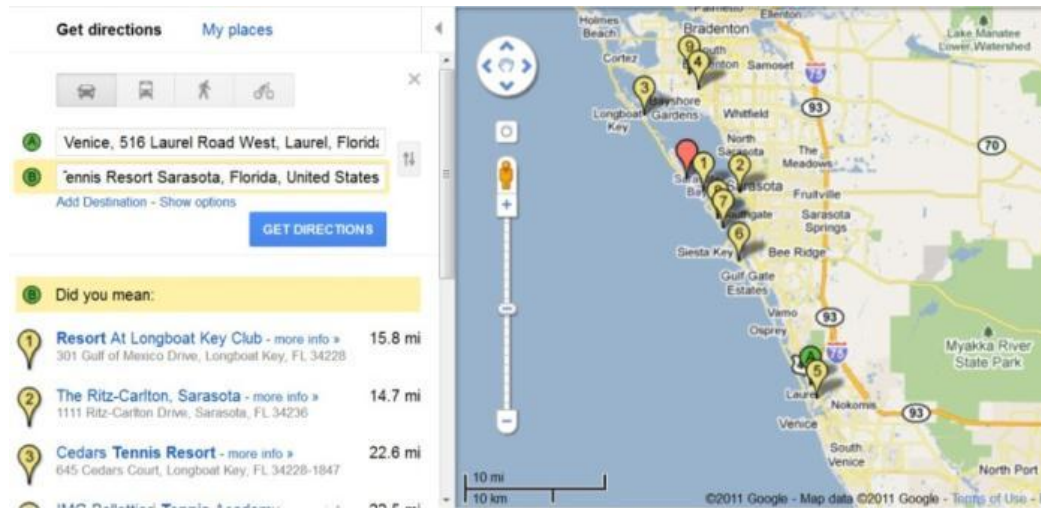
<sup>14</sup> This instance is not mentioned in the 9/11 Commission and/or FBI Timelines.

<sup>15</sup> The cash was wired by “Isam Mansur.” This transaction is not mentioned in the 9/11 Commission Timeline.

<sup>16</sup> [<http://www.aviationwise.org/faamedical.html>]

<sup>17</sup> [[http://flightphysical.com/part67/Class3/67subd\\_67303.htm](http://flightphysical.com/part67/Class3/67subd_67303.htm)]

August 2, 2000, Atta pays again for insurance on his Pontiac Grand Prix car bought on July 7, and purchases unknown item(s) from Wal-Mart Supercentre. He stops at Exxon in Venice for gas and on August 4 purchases through Sporty's shopping catalogue an Aircraft Owners and Pilot Association chronograph watch with his Visa Credit card.



August 14, 2000, Atta pays the Rental Company for the apartment he is now staying at, which is at 516 West Laurel Road, Venice (Florida). This apartment was not very far from where Mr. Bush was staying at the Colony Beach & Tennis Resort in Sarasota, Florida during most of the day on 9/11. (See above map)

August 15, 2000, Atta stops at Mobil Oil in Venice for gas and the FBI report he possibly purchased “two phone cards.” It should be noted that Atta was in habit of calling his father and sister in Egypt on a frequent basis. After the last recorded call to his sister in June 1999 and to his father in March 1999, we have no record given by the FBI or the 9/11 Commission of any calls made to Egypt. This is peculiar behaviour of Atta not getting in touch with his family for over one year now. It could be that this behaviour had something to do with the following.

In 2002, French author Bernard-Henri Levyis presented evidence by government officials in New Delhi (India), that Saeed Sheikh (b.1973) the man who allegedly kidnapped and murdered *Wall Street Journal* reporter Daniel Pearl, who was investigating the ties between the ISI and Islamic militants, makes repeated calls to ISI Director Lt. Gen. Mahmood Ahmed during the summer of 2000. Later, Levy gets unofficial confirmation from sources in Washington regarding these calls that the information he was given in India is correct. He notes that someone in the United Arab Emirates using a variety of aliases to send Atta slightly over \$100,000 between June and September of 2000 and the timing of these phone calls and the money transfers may have been the source of news reports that Gen. Mahmood Ahmed ordered Saeed Sheikh to send \$100,000 to Atta. However, Bernard-Henri Levyis also notes that there is evidence of Sheikh sending Atta \$100,000 also in August 2001, so the reports could refer to that, or both \$100,000 transfers could involve an Ahmed-Sheikh-Atta connection.<sup>18</sup>

<sup>18</sup> [http://www.historycommons.org]

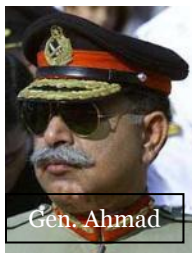
The *Times of India* was the first source to report this story, but French author Bernard-Henri Levy, *CNN*, *Asia Times* and *The Wall Street Journal* followed up on the story and reported that American officials (sometimes more specifically described as the FBI) had confirmed the allegations that Sheikh wired the money at the request of Gen. Mahmood Ahmed. So, the “story” is not simply that the *Times of India* alleged an Ahmad-Sheikh-Atta connection, but that the U.S. government had confirmed the Indian allegations. The *Wall Street Journal* also reported shortly after 9/11, that Gen. Mahmood Ahmed had been fired because of his ties to Sheikh. The Indian newspaper *Excelsior* also explained the aftermath of the Indian-FBI collaboration, namely, that the FBI did not believe the Indian allegations until using Indian supplied electronic data, confirmed for themselves the Ahmad-Sheikh-Atta connection.<sup>19</sup>

“We will starve the terrorists of funding. If you do business with terrorists, if you support or sponsor them, you will not do business with the United States of America.”

—George W. Bush (September 24, 2001)

“Right out on the front end, they wired over \$100,000 to Mr. Atta a year ago [2000] and we are aware of that. And we tracked that back to accounts in the United Arab Emirates.”

—Dennis Lormel (Ret. FBI Agent)



On September 23, 2001, it was first reported that authorities were now “finally” looking for Saeed Omar Sheikh, though it wasn’t explained why. The next day, reports bombard that the “9/11 paymaster” had been found, using the alias “Mustafa Ahmed.” On October 1, 2001, *The Guardian* reported, “The man at the centre of the financial web is believed to be Saeed Omar Sheikh, also known as Mustafa Mohamed Ahmad,” but it wasn’t immediately clear who this person was at the time. On October 6, 2001, *CNN* revealed that “U.S. investigators now believe Sheik Syed, using the alias Mustafa Muhammad Ahmad, sent more than \$100,000 from Pakistan to Mohamed Atta.” More importantly, *CNN* confirmed that this was in fact the same Saeed Omar Sheikh who had been released from an Indian prison in 1999.

Within the “National Commission On Terrorist Attacks Upon The United States Outline of the 9/11 Plot” (Staff Statement No. 16) published in June 16, 2004, they report their members of the commission finally reveal that “The idea for the September 11 attacks appears to have originated with a veteran jihadist named Khalid Sheikh Mohammed (KSM). A Kuwaiti from the Baluchistan region of Pakistan. KSM grew up in a religious family and claims to have joined the Muslim Brotherhood at the age of 16. After attending college in the United States, he went to Afghanistan to participate in the anti-Soviet jihad.<sup>20</sup> Following the war, he helped run a non-governmental organization in Pakistan assisting the Afghan mujahidin.”

<sup>19</sup> [[http://www.democraticunderground.com/discuss/duboard.php?az=view\\_all&address=125x192618](http://www.democraticunderground.com/discuss/duboard.php?az=view_all&address=125x192618)]

<sup>20</sup> No doubt recruited by Intelligence.

This person they identified as the mastermind behind 9/11 is no other than the same Saeed Omar Sheikh, who was accused by Benazir Bhutto in an interview to have assassinated Usama bin Laden in late 2001. This was from an interview with political interviewer David Frost taken on November 2, 2007, with the Pakistani politician and Pakistan *Peoples Party* leader Benazir Bhutto. During her answer to a question pertaining to the identities of those who had previously attempted her own assassination, Bhutto named Sheikh as a possible suspect while referring to him as “the man who murdered Usama bin Laden.” Despite the weight of such a statement, neither Benazir Bhutto nor David Frost attempted to clarify it during the remainder of the interview. Omar Chatriwala, a journalist for *Al Jazeera* English, claimed at the time, that he chose not to pursue the story because he believed Benazir Bhutto misspoke, meaning to say Sheikh murdered Daniel Pearl and not bin Laden.



*David Frost interviewing Pakistan Peoples Party leader Benazir Bhutto  
November 2, 2007*<sup>21</sup>

The *BBC* drew criticism when it rebroadcasted the Frost/Bhutto interview on its Website, but edited out Benazir Bhutto’s statement regarding Usama bin Laden’s assassination. Later, the *BBC* apologized and replaced the edited version with the complete interview.

Though the 9/11 Commission deemed the financing of September 11 “of little practical significance” due to the small amount of cash handled to and fro between alleged hijackers and alleged sponsors, on October 7, 2001, Pakistani President Musharraf literally fired Lt. Gen. Mahmood Ahmed, the head of the ISI. It was not surprising that the next day newspapers, mostly in India and Pakistan, were circulating their amazement in this action, and contributed it toward Gen. Ahmed’s role in the attacks on 9/11. One Pakistani newspaper stated, “Lt. Gen. Mahmood Ahmed has been replaced after the FBI investigators established credible links between him and Umar Sheikh, [Saeed Omar Sheikh] one of the three militants released in exchange for passengers of the hijacked Indian Airlines plane in 1999. Informed sources said there were enough indications with the U.S. Intelligence Agency that it was at Gen. Mahmood’s instruction that Omar Sheikh had transferred 100,000 U.S. dollars into the account of Mohammed Atta.”

It is a disturbing if not a crucial implication toward the U.S. Intelligence Agency if indeed they did have this information by October 7, 2001, and the 9/11 Commission deemed the financing “of little practical significance” in 2004.

---

<sup>21</sup> [[http://www.youtube.com/watch?v=UnychOXj9Tg&feature=player\\_embedded#at=15](http://www.youtube.com/watch?v=UnychOXj9Tg&feature=player_embedded#at=15)]



“To date the U.S. government has not been able to determine the origin of the money used for the 9/11 attacks. Ultimately the question is of little practical significance.”

—The 9/11 Commission Report (p 172)

**THE WALL STREET JOURNAL**

Set My Home Page | Customer Service

News Today's Newspaper My Online Journal Multimedia & Online Extras Markets Data & Tools Classifieds

Home News Technology Markets Personal Journal Opinion Leisure Small Business Autos Careers Real Estate

**TODAY'S NEWSPAPER**  
**MY JOURNAL**

Special Offer  
Subscribe to the print Journal today and receive 8 weeks FREE!  
[Click Here!](#)

**FROM THE OPINIONJOURNAL ARCHIVES**

**Best of the Web Today**  
by JAMES TARANTO  
Wednesday, October 18, 2001 2:18 p.m. EDT

**America's Most Wanted**  
President Bush and the FBI issue a list of the "22 most wanted terrorists." They include suspects in the 1985 hijacking of TWA flight 847, the 1993 World Trade Center bombing, a 1995 plot to bomb aircraft in the Far East, the 1996 Khobar Towers bombing and the 1998 bombings of U.S. embassies in Kenya and Tanzania. Osama bin Laden, implicated in the embassy bombings, tops the list. The Weekly Standard's Web site has a [biography](#) of bin Laden.

**Hold the Jihad**  
Reuters reports "Osama bin Laden's call for a holy war against America found little resonance in much of the Muslim world." Anti-American protests in Pakistan and Indonesia have been smaller than expected, and the Organization of the Islamic Conference demurred from Iraq's demand to condemn America's strikes against targets in Afghanistan, because leaders of other Muslim states "are fed up with the Taliban and their interpretation of Islam."

**Bin Laden's Bluster**  
Al Qaeda spokesman Sulaiman Bu Ghaith declares Osama bin Laden's followers plan to hijack and crash a "storm of planes" à la Sept. 11. This is surely bluster; even if terrorists were able to smuggle weapons on board, passengers and crew would resist, as the heroes of flight 93 did on Sept. 11.

Yesterday's *New York Post* reported that the FBI believes only half a dozen of the 19 hijackers knew they were on a suicide mission. "About six" of the hijackers--all of whom had pilot training--left behind letters to their families saying they were going to "meet Allah," but no evidence has surfaced that any of the other hijackers did so. If it's true that two-thirds of the hijackers didn't know they were going to die, that's clearly good news, for it suggests that recruiting men willing to die for this "cause" is more difficult than we'd thought. Perhaps Susan Sontag will want to re-evaluate her admiration for the hijackers' "courage."

**Our Friends the Pakistanis**  
Yesterday we noted a report from a Pakistani newspaper that Lt. Gen. Mahmud Ahmad had been fired as head of Islamabad's Inter-Services Security agency after U.S. linked him to a militant allied with terrorists who hijacked an Indian Airlines plane in 1999. Now the *Times of India* says Ahmad is connected to the Sept. 11 attacks:

Top sources confirmed here on Tuesday, that the general lost his job because of the "evidence" India produced to show his links to one of the suicide bombers that wrecked the World Trade Centre. The US authorities sought his removal after confirming the fact that \$100,000 were wired to WTC hijacker Mohammed Atta from Pakistan by Ahmad Umar Sheikh at the instance of Gen Mahumd.

Senior government sources have confirmed that India contributed significantly to establishing the link between the money transfer and the role played by the dismissed ISI chief. While they did not provide details, they said that Indian inputs, including Sheikh's mobile phone number, helped the FBI in tracing and establishing the link.

**Terrorist Stag Parties**  
The Boston Herald reports that one of the Sept. 11 hijackers had a visit from a prostitute in a Chestnut Hill, Mass., hotel room on Sept. 9. The paper quotes an unnamed driver for a pair of local "escort" services--including one service that advertises escorts "for the most discriminating of gentlemen and their most important occasion"--as saying that the escort, a blond woman in her early 20s, had a 20-minute tryst in the hotel room with one of the hijackers and was paid \$180 in cash. "The FBI has interviewed the driver and the call girl and has seized records from the two escort services, the driver said. The woman, shaken by her sudden involvement in the international probe, has hired a lawyer, he added."

**MARKETPLACE** An Advertising Feature

- \$100k+ Job Search
- The American Spectator
- Bookstore
- Burglar Alarms
- Car Donation
- France Hotels
- Home Security
- Keep Our Markets Free
- Need Funding
- New York Hotels
- Nouveau Riche University
- Real Estate Australia
- Security Cameras
- SuccessFactors
- Wall Street Careers

Advertiser Links

\*Fair Use: For more information see footnote. <sup>22</sup>

<sup>22</sup> [<http://www.law.cornell.edu/uscode/17/107.shtml>]

Indian newspapers claimed that Indian Intelligence had been instrumental in helping to establish the connection. Yet this explosive story was barely mentioned in the Western mainstream media: Surprisingly, the only mention was in one short piece on *The Wall Street Journal*: “The U.S. authorities confirmed the fact that \$100,000 was wired to WTC hijacker Mohammed Atta from Pakistan by Ahmad Umar Sheikh [Saeed Omar Sheikh] at the insistence of General Mahmood.” Most other Western accounts simply explained Gen. Ahmed was fired for being too close to the Taliban.

According to a report in *Asia Times*, Director of Pakistani Inter-Services Intelligence (ISI) at the time of the September 11 attacks was breakfasting with Porter Goss and Bob Graham that morning; the newspaper also notes how Indian Intelligence learned that he had ordered Saeed Omar Sheikh to wire \$100,000 to a Mohamed Atta bank account in Florida. More shocking reports came of a Taliban member dining at the Pentagon just days after the September 11 attacks. All these reports follow under the act of Fair Use.<sup>23</sup>

### **The Newsweek**

*The Saudi Money Trail*

*December 1, 2002*<sup>24</sup>

There have long been persistent suspicions of Saudi financial involvement with al-Qa’ida. Of the 9/11 hijackers themselves, 15 of 19 came from Saudi Arabia. Some American intelligence officials say the Saudis have been less than fully cooperative in the war on terror. Some wealthy Saudis have long been known to fund charities that are used as fronts to support terrorists. It would be shocking indeed if the Saudi government or members of the royal family were supporting al-Qa’ida. Saudi officials insist that any such suggestion is preposterous. After all, Usama bin Laden’s stated aim is to overthrow the House of Saud as lackeys for the Americans. But many investigators suspect that the Saudi royals wish to hold their enemies close, to learn what they are up to and, possibly, to buy insurance. The Saudi government (as well as many wealthy Saudi businessmen with close ties to the government), generously support radical imams who preach Wahhabism, a very conservative form of Islam, not just in Saudi Arabia but all over the world, including in the United States. The potential for mischief is great. Rogue elements could be secretly funding terrorists, perhaps by scamming unwitting members of the royal family. There is a thin line between militant Islam and terrorism, and the Saudis have not always been mindful of the difference. Saudi intelligence officials scoff, however, at the suggestion that Prince Bandar’s wife is being used to provide a slush fund for black ops. “To think that my government uses the bank account of the ambassadress to pay informants is both ludicrous and insulting,” said Turki Al Faisal, former chief of Saudi intelligence.

The congressional investigators looking into 9/11 argue that the Feds aren’t doing enough to stop another attack. The FBI’s failure to thoroughly investigate the Saudi connection reveals the bureau’s inherent weakness as a counterterror organization, these investigators tell *NEWSWEEK*. Senator Graham has been pushing for a new domestic-intelligence service,

---

<sup>23</sup> [<http://www.law.cornell.edu/uscode/17/107.shtml>]

<sup>24</sup> [<http://www.newsweek.com/2002/12/01/the-saudi-money-trail.html#>]



modeled on Britain's M.I.5, to track terror cells in this country. Graham says he fears that a concealed terrorist "infrastructure" set up to support the 19 hijackers is still in place, waiting for a new call to action. The Bush Administration has been reluctant to give the congressional committee investigating 9/11 everything it asks for. Cheney and others believe that Congress is intruding on the executive branch's intelligence-gathering and foreign-policy-making powers and that a "witch hunt" will distract and hobble the CIA/FBI. But the administration may also worry that if investigators keep digging, the U.S.-Saudi relationship will wind up in a deep hole.

Daily Times - Leading News Resource of Pakistan - Inside story of Musharraf-Mahmood tussle



# Daily Times

Your right to know A new voice for a new Pakistan

Home |  RSS | Archives | Company Financials | Contact Us | Sa

Tuesday, September 26, 2006

Share this story!                    

**CONTENTS**

- Main News
- National
- Islamabad
- Karachi
- Lahore
- Briefs
- Foreign
- Editorial
- Business
- Real Estate
- Sport
- Infotainment
- Advertise

**Face of the Year**

**External Links**

- Upperhost.com
- Best Web Hosting
- Remove Security Tool
- Freelance jobs
- Breast Cancer Treatment** is most effective in early stage.
- tirmizi is one of the top pakistani blogger

## Inside story of Musharraf-Mahmood tussle

By Hassan Abbas

On the eve of the 9/11 terror attacks, in a crucial National Security Council meeting at the White House, Colin Powell, the then U.S. secretary of state, strongly asserted: "We have to make it clear to Pakistan and Afghanistan, this is show time."

General Mahmood Ahmed, who was on an official visit to the United States as a CIA guest, and Maleeha Lodhi, Pakistan's ambassador to the United States, were asked to attend a meeting with senior American officials on September 12, 2001. To be fully prepared, Mahmood called Musharraf to discuss the emerging scenario and take instructions for the important meeting. Musharraf told him to report back immediately after the meeting and gauge how the wind was blowing. On the morning of September 12, the U.S. deputy secretary of state, Richard Armitage, in a "hard-hitting conversation," told Mahmood that Pakistan had to make a choice—"you are either 100 percent with us or 100 percent against us—there is no gray area." In the words of Armitage, Mahmood "was immediately willing to cooperate." In the afternoon, Mahmood was invited to CIA headquarters at Langley, Virginia, where he told George Tenet, the CIA director, that in his view Mullah Omar, the Taliban chief, was a religious man with humanitarian instincts and not a man of violence! This was a bit difficult for the CIA officials to digest. General Mahmood was firmly told that Mullah Omar and the Taliban would have to face U.S. military might if Osama bin Laden along with other Al-Qaeda leaders were not handed over without delay. To send the message across clearly, Richard Armitage held a second meeting with Mahmood the same day, informing him that he would soon be handed over specific American demands which are "non-negotiable", to which Mahmood reiterated that Pakistan would cooperate.

Having gone through the list that was provided to him on September 13, Mahmood declared that he was quite clear on the subject and that "he knew how the President thought, and the President would accept these points." Mahmood then faxed the document to Musharraf and in a subsequent call conveyed his impressions. Mahmood was of the view that the words used by Armitage about Taliban were in fact meant for Pakistan and he didn't consider it necessary to emphasize this point. Musharraf genuinely believed that such a direct threat was given. While Musharraf had hardly gone through the list of demands, his aide de camp informed him that Colin Powell was on the line. Musharraf liked and respected Powell, and the conversation was not going to be a problem, he thought. He told him that he understood and appreciated the U.S. position, but that he would respond to the U.S. demands after having discussed these with his associates. Powell was a bit perplexed at this response and thought it necessary to inform him that General Mahmood had already assured them that these demands would be acceptable to the government of Pakistan. It is not certain if Musharraf bit his lip when he heard this, but he did grit his teeth, and his relationship with Mahmood suffered a crack. Interestingly, Mahmood on his return from the US, also informed Musharraf about his visit to the Pentagon after the tragedy and argued that there were no traces of any commercial plane having hit the Pentagon. He also made a case that in his assessment, the attacks were an inside job! Some senior generals surrounding Musharraf at that time



were convinced by this line of argument largely based on Mahmood's "first hand" narrative.

On September 16, 2001, Musharraf sent a delegation to the Taliban with the mission to convince them to hand over Osama bin Laden. It included Lieutenant General Mahmood, and a group of religious figures known to have good relations with the Taliban. The mission failed, but more worrisome was the revelation that Mufti Shamzai of the Binori mosque in Karachi, instead of conveying the official message, encouraged Mullah Omar to start a jihad against the United States if it attacked Afghanistan. Musharraf came to know of this fact through an ISI official who had accompanied the team and had loyally reported the matter to Musharraf. After this, Mahmood, whose arrogance and presumption had come to grate on Musharraf's expansive tolerance by now, was offered the ceremonial slot of chairman of the Joint Chiefs of Staff Committee, because Musharraf was still grateful to him for what he had done for him on the eve of October 12, 1999. Mahmood refused the offer thinking that he was indispensable and a possible successor to Musharraf. But things were changing fast and Musharraf now had the support of most of his corps commanders about his new alignment with the US (except Generals Usmani, Mahmood and Mohammad Aziz who had advised caution). Gauging the mood of changing circumstances and knowing that Musharraf was about to make some important changes in the military, Mahmood, through a close friend of Musharraf, a retired brigadier based in Islamabad, put in a request to be retained as director general of ISI, even if an officer junior to him was to be promoted to the rank of four star general for the post of CJCSC. This time Musharraf refused and Mahmood had to go home.

This sudden departure of Mahmood led to many rumors. Mahmood went into a low profile and started working on his favorite project – a book on the 1965 war. When he finished the work, he sent the manuscript to GHQ for permission to publish. Interestingly the title of the work was "Myth of 1965 victory". Musharraf himself looked at the manuscript and noted on the file that Mahmood should re-consider the title – especially use of the word myth in relation to the 1965 war. This was enough of a hint and Mahmood almost shelved the idea of publishing the book for a while. Mahmood had already requested Musharraf for a job and thought that he should not annoy Musharraf on any count. He was right - he did get a job soon. And instead, Musharraf started working on his book project.

*[Hassan Abbas, a former Pakistani government official is now a fellow at the Kennedy School of Government, Harvard University. He is the author of "Pakistan's Drift into Extremism: Allah, the Army and America's War on Terror (M E Sharpe, 2005)]*

[Home](#) | [National](#)



[Fox Business](#)
[Small Business Center](#)
[Fox News Radio](#)
[Fox News Latino](#)
[Fox Nation](#)

[Register](#)
[Login](#)

ON AIR NOW »

America's News HQ  
 Rick Folbaum & Jamie Colby

6p<sup>et</sup>

FOX Report Weekend (cc)  
 News "at the speed of LIVE!"...

7p<sup>et</sup>

[Fair & Balanced](#)

[FULL COVERAGE](#)
[It's All Your Money](#)
[Rise of Freedom](#)
[On the Job Hunt](#)

[Home](#)
[Video](#)
[Politics](#)
[U.S.](#)
[Opinion](#)
[Entertainment](#)
[SciTech](#)
[Health](#)
[Leisure](#)
[World](#)
[Sports](#)
[On Air »](#)

[U.S. HOME](#)
[Crime](#)
[Economy](#)
[Immigration](#)
[Disasters](#)
[National Interest](#)
[Terror](#)
[Military](#)
[Religion](#)
[Education](#)
[Road to Recovery](#)

TERROR

## EXCLUSIVE: Al Qaeda Leader Dined at the Pentagon Just Months After 9/11

By Catherine Herridge  
Published October 20, 2010 | FoxNews.com



Anwar Al-Awlaki may be the first American on the CIA's kill or capture list, but he was also a lunch guest of military brass at the Pentagon within months of the Sept. 11, 2001, terror attacks, Fox News has learned.

Documents exclusively obtained by Fox News, including an FBI interview conducted after the Fort Hood shooting in November 2009, state that Awlaki was taken to the Pentagon as part of the military's outreach to the Muslim

community in the immediate aftermath of the attacks.

The incident was flagged by a current Defense Department employee who came forward and told investigators she helped arrange the meeting after she saw Awlaki speak in Alexandria, Va.

The employee "attended this talk and while she arrived late she recalls being impressed by this imam. He condemned Al Qaeda and the terrorist attacks. During his talk he was 'harassed' by members of the audience and suffered it well," reads one document.

According to the documents, obtained as part of an ongoing investigation by the specials unit "Fox News Reporting," there was a push within the Defense Department to reach out to the Muslim community.

"At that period in time, the secretary of the Army (redacted) was eager to have a presentation from a moderate Muslim."

In addition, Awlaki "was considered to be an 'up and coming' member of the Islamic community. After her vetting, Aulaqi (Awlaki) was invited to and attended a luncheon at the Pentagon in the secretary of the Army's Office of Government Counsel."

Awlaki, a Yemeni-American who was born in Las Cruces, N.M., was interviewed at least four times by the FBI in the first week after the attacks because of his ties to the three hijackers Nawaf al-Hazmi, Khalid al-Mihdhar and Hani Hanjour. The three hijackers were all onboard Flight 77 that slammed into the Pentagon.

Awlaki is now believed to be hiding in Yemen after he was linked to the alleged Ft. Hood shooter Major

ADVERTISEMENT

### LATEST VIDEOS



'Human Fuse' Lights Up Vegas Strip



Rise of Freedom: Firehouse Across the Street

[More »](#)

### AMERICAN FAMILY

The Most Common Social Security Retirement Mistakes

Bankrate IPO Prices at \$15 Midpoint



Divorce's Impact on Your Children's College Costs

Reducing the costs to attend college



Do Americans Care About Character?

What does Rep. Weiner say about economy?

[more stories »](#)

### MOST ACTIVE IN U.S.

[Most Read](#) [Most Commented](#)

California High School Yearbook Recalled Over Alleged Child Pornography

Suspect in Custody After Suspicious Package Found Near Pentagon

Al Qaeda-Linked Site Posts 'Hit List' of U.S. Targets, Prompting Feds to Send Alert

Police Get Hundreds of Tips After Image of Truck Released in Missing Indiana Student Case

Nidal Malik Hasan, who e-mailed Awlaki prior to the attack.

Sources told Fox News that Awlaki, who is a former Muslim chaplain at George Washington University, met with the Christmas Day bomber Umar Farouk Abdulmutallab in Yemen and was the middle-man between the young Nigerian and the bombmaker. Awlaki was also said to inspire would-be Times Square bomber Faisal Shahzad.

Apparently, none of the FBI's information about Awlaki was shared with the Pentagon. Former Army Secretary Tommy White, who led the Army in 2001, said he doesn't have any recollection of the luncheon or any contact with Awlaki.

"If this was a luncheon at the Office of Government Counsel, I would not necessarily be there," he said.

The Pentagon has offered no explanation of how a man, now on the CIA kills or capture list, ended up at a special lunch for Muslim outreach.

After repeated requests for comment on the vetting process beginning on October 13th, an Army spokesman insisted Wednesday that the lunch was not an Army event. "The Army has found no evidence that the Army either sponsored or participated in the event described in this report," spokesman Thomas Collins said.

Collins also noted that the FBI document referred to the "Office of Government Counsel" but should read "Office of General Counsel."

Collins said he believed the event was sponsored by the office of the Secretary of Defense. A spokeswoman there said she would look into it and get back to Fox News.

A former high-ranking FBI agent told Fox News that at the time Awlaki went to lunch at the Pentagon, there was tremendous "arrogance" about the vetting process at the Pentagon.

"They vetted people politically and showed indifference toward security and intelligence advice of others," the former agent said.

Sponsored Links

**Military Support**  
Military OneSource can help military & families with deployment & more  
[www.militaryonesource.com](http://www.militaryonesource.com)

**Computers on eBay®**  
Find great deals on Computers. eBay - Its where you go to save!  
[www.ebay.com](http://www.ebay.com)  
[Buy a link here](#)

**RELATED VIDEO**



**Exclusive: Al-Awlaki Dined at Pentagon in Months After 9/11**

Terrorist dined with military brass?

Oct. 2008: American-born Al Qaeda-linked cleric Anwar al-Awlaki in Yemen.

\*Fair Use: For more information see footnote. <sup>25</sup>

<sup>25</sup> [<http://www.law.cornell.edu/uscode/17/107.shtml>]

While the FBI, assisted by the mainstream media, had been putting forth a series of names sounding remarkably similar to Saeed Omar Sheikh or the aliases he used, they had also been ignoring or forgetting that this man, at least had an alleged link for funding the attacks. However, the mere glimpse of severity is only touched when tracking this man, who was allegedly ordered by Gen. Mahmood to fund the attacks, or at least a portion of it. The implications are severe if not questionable to be investigated, even at this late date, when this identical General was reported being a guest of the CIA at the U.S. government's invitation on September 11, 2001; and of the speedy safe removal of bin Laden's family from U.S. soil hours after all four hijacked airliners had crashed. These claims are reported by the mainstream media outlets which are given. It should also be remembered that in "January 2000, the United States signed a new International Convention for the Suppression of Terrorist Financing, which creates an international legal framework to investigate those involved in terrorist financing."<sup>26</sup>



"Virtually all of the plot funding was provided by al-Qa'ida. There is no evidence that any person in the United States, or any foreign government, provided any substantial funding to the hijackers."

—*National Commission on Terrorist Attacks Upon the United States Monograph on Terrorist Financing (Staff Report to the Commission)*

According to the National Commission on Terrorist Attacks Upon the United States Monograph on Terrorist Financing in their Staff Report to the Commission, "The 9/11 plot cost al-Qa'ida approximately \$400,000-\$500,000, of which approximately \$300,000 was deposited into U.S. bank accounts of the 19 hijackers. Al-Qa'ida funded the hijackers in the United States by three primary and unexceptional means: (1) wire transfers from overseas to the United States, (2) the physical transport of cash or traveller's checks into the United States, and (3) the accessing of funds held in foreign financial institutions by debit or credit cards. Once here, all of the hijackers used the U.S. banking system to store their funds and facilitate their transactions."

Note that there is no mention in the statement from the NCTA of Gen. Ahmed, or of Sheikh, the possible suspects of sponsoring the 9/11 operation. It was Mr. Bush who had said in September 24, 2001: "We will starve the terrorists of funding. If you do business with terrorists, if you support or sponsor them, you will not do business with the United States of America." Should Mr. Bush have believed in his words, it was not seen that way by others.

<sup>26</sup>Fair Use: For more information see footnote. <sup>27</sup>

---

<sup>26</sup> CRS Report for Congress, *Terrorism: Near Eastern Groups and State Sponsors*, 2001 (September 10, 2001).

<sup>27</sup> [<http://www.law.cornell.edu/uscode/17/107.shtml>]



## ARAB SEEKING TRANSPORTATION TO CANADA

At approximately 8:00 on 9/12/01, SA Brian McCauley met with a source who had information about an Arab out of the United States who was requested to arrange immediate transportation for an associate contacted the source on September 4, stating that he needed help in the country on September 11 or 12. The source said no, as that was the date of the September 11 attacks. The source was contacted again on September 5 and September 11 by the associate. The source was in contact with Agent McCauley and the Arab. It was learned that the Arab was in the country through and was in need of an alternate route to return to DC and he would be returning to DC, it will be a matter of time.

At approximately 8:00 on 9/12/01, SA Brian McCauley met with a source who had information about an Arab out of the United States who was requested to arrange immediate transportation for an associate contacted the source on September 4, stating that he needed help in the country on September 11 or 12. The source said he contacted again on September 5 and September 11. The source was in contact with Agent [redacted] for the Arab. It was learned that the Arab was in of an alter "a through and was in need would be return to DC and he likely be to DC, it will

9/19/01  
8:16:52

Case ID : 199I-WF-213589  
Responses :  
02/23/1996 and closed on 09/11/1996 on ABL because of his relationship with the WORLD ASSEMBLY OF MUSLIM YOUTH (WAMY), a suspected terrorist organization.

On 9/18/2002  
pos  
ad

View Document Text  
SECRET

Serial : 39

(S) Investigation do date has determined the following information: The captioned subject has lived at 850 North Randolph Street, #1230, Arlington, Virginia 22203 since 08/29/1997. He has been receiving mail at P.O. Box 8671, Falls Church, Virginia 22041 since 03/11/1996 and may also receive mail at 10310 Main Street, Fairfax, Virginia 22030. From June 1994 to August 1997, the captioned subject is believed to have lived with ABL at 3411 Silver Maple Place, Falls Church, Virginia 22042.

Command . . . . .  
Help F3=Exit F4=Prompt F7=Bkwd F8=Fwd F12=Cancel  
PrevDoc F16=NextDoc F17=PrevWd F18=NextWd

SECRET

**Figure 14.** FBI confidential. The designation "199" means "national security matter." This is first of over 30 pages of documentation obtained by the BBC and the National Security News Service (Washington) indicating that the FBI was pulled off the trail of "ABL" (Abdullah bin Laden) on September 11, 1996 – and reactivated exactly five years later. According to agents and higher level sources in the CIA who spoke with us, before the attack on the World Trade Center, these cases were shut down for political reasons. While President Clinton "constrained" investigations of alleged Saudi funding of terror networks and the making of the "Islamic" atomic bomb, Bush "Jr" effectively "killed" those investigations – until September 2001.



**Judicial  
Watch™**  
*Because no one  
is above the law!*

*Saudi  
flights GP 04019732*

*Zelikow  
Kojin  
Marcus  
Hunne  
Caldridge  
Acrolls*

**VIA FEDERAL EXPRESS No. 8464 2923 8460**

**June 1, 2004**

Mr. Philip D. Zelikow  
Executive Director  
National Commission on Terrorist  
Attacks Upon the United States  
301 7<sup>th</sup> Street, SW  
Room 5125  
Washington, DC 20407

**Re: Post 9/11 Flights Containing Saudi Subjects**

Dear Mr. Zelikow:

Judicial Watch Inc. is a non-partisan public interest organization that investigates and prosecutes government corruption. As part of its public interest mission, Judicial Watch regularly pursues Freedom of Information Act (FOIA) requests with various government agencies and departments, in order to enhance public understanding of the operations and activities of government.

Judicial Watch is pursuing a FOIA-based investigation of the reported government sanctioned flights departing the United States shortly after the 9-11 attacks that reportedly transported subjects of the Kingdom of Saudi Arabia, including members of the Bin Laden family.

In response to our FOIA request, the Department of Homeland Security (DHS) released a list of passengers on the several flights between 9/11 and 9/15. It has been reported in the media that this new information contained in the documents "show that the evacuation involved more than the departure of 142 Saudis on six charter flights that the commission is investigating. According to newly released documents, 160 Saudis left the United States on 55 flights immediately after 9/11 – making a total of about 300 people who left with the apparent approval of the Bush administration, far more than has been reported before."<sup>1</sup>

<sup>1</sup>

Craig Unger. "The Great Escape," *The New York Times*. June 1, 2004.



It is rumoured that five of the seven alleged hijackers were former Mujaheddin fighting in Bosnia and had been employed by the Military Professional Resources Inc., (MPRI). <sup>28</sup> It is unknown if this is a solid fact. MPRI is a private military contractor that provides a wide range of services to both public and private customers, most notably the United States Department of Defense. MPRI specializes in various professions such as law enforcement, security, military training, logistics, etc. By its own account, MPRI operates in over 40 countries. The firm is based in Alexandria (Virginia) just 23 minutes from CIA headquarters in Langley.

As a member of International Peace Operations Association (IPOA), the Military Professional Resources was founded in 1987 by eight former officers of the United States Army. It was sold to L-3 Communications in June 2000 for \$40 million. In 2004, MPRI bought Civilian Police International. According to a United States Department of Defense census, MPRI has at least 500 employees working in Iraq on 12 different contracts including mentoring civilian workers at the Iraqi Defense Ministry. L-3 Communications that bought MPRI in June 2000, whose Chairman, President and Chief Executive Officer is Michael T. Strianese, note in their Code of Ethics and Business Conduct:

The U.S. Government is our largest customer, and we must respect the special laws surrounding contracting with the U.S. Government. L-3 and its divisions that contract with the U.S. Government or its prime contractors in the development and production of products essential to national security are obligated to implement and maintain a system of security controls. To ensure we meet requirements for security and protecting confidential information, we must:

- Comply with all applicable government and customer security requirements.
- Report to management and security personnel security violations or situations that could compromise or otherwise affect the security of our personnel, facilities, information and/or contracts.
- Follow established procedures for safeguarding government-classified information in our possession.
- Follow established procedures for protecting sensitive customer and business information including, but not limited to, telephone directories, program information, personnel and financial information, business plans and other related information.
- Such information is not to be released outside of the company (including to family and friends) without approval.

A few of L-3's projects have been:

--Besmaya Range: Iraq and Udari Range

--Kuwait: Established and operated range facility for U.S. and Coalition Forces

--Kirkush, Iraq: Established and operated range facility for new Iraq Army

--Bosnia: Established and operated ranges and force-on-force manoeuvre training area, which included use of Multiple Integrated Laser Engagement System and Observer Controller teams.

---

<sup>28</sup> [<http://www.mpri.com/web/>]

--Bulgaria and Nigeria: Established and operate simulation centres using Joint Conflict and Tactical Simulation

--Bosnia and Croatia: Established and operate simulation centres using Brigade/Battalion Battle Simulation

Ed Vulliamy from *The Observer* on June 16, 2002, reported that “On 11 September, while al-Qa’ida’s planes slammed into the World Trade Centre and the Pentagon, the Carlyle Group hosted a conference at a Washington hotel. Among the guests of honour was a valued investor: Shafiq bin Laden, brother to Usama.” Oliver Burkeman and Julian Borger from *The Guardian* on October 31, just one month after 9/11 quickly puts us into the atmosphere of the prestigious Carlyle Group.

### **THE GUARDIAN**

*Burkeman Oliver and Borger Julian:*

*The ex-presidents’ club*

*October 31, 2001*

The offices of the Carlyle Group are on Pennsylvania Avenue in Washington D.C. midway between the White House and the Capitol building, and within a stone’s throw of the headquarters of the FBI and numerous government departments. The address reflects Carlyle’s position at the very center of the Washington establishment, but amid the frenetic politicking that has occupied the higher reaches of that world in recent weeks, few have paid it much attention. Elsewhere, few have even heard of it. This is exactly the way Carlyle likes it. For 14 years now, with almost no publicity, the company has been signing up an impressive list of former politicians - including the first President Bush and his secretary of state, James Baker; John Major; one-time World Bank treasurer Afsaneh Masheyekhi and several south-east Asian powerbrokers - and using their contacts and influence to promote the group. Among the companies Carlyle owns are those which make equipment, vehicles and munitions for the US military, and its celebrity employees have long served an ingenious dual purpose, helping encourage investments from the very wealthy while also smoothing the path for Carlyle’s defense firms.

But since the start of the “war on terrorism” the firm - unofficially valued at \$3.5 billion, has taken on an added significance. Carlyle has become the thread which indirectly links American military policy in Afghanistan to the personal financial fortunes of its celebrity employees, not least the current president’s father. And, until earlier this month, Carlyle provided another curious link to the Afghan crisis: Among the firm’s multi-million-dollar investors were members of the family of Usama bin Laden.

The closest the Carlyle Group has previously come to public attention was last May [2000] when a Seoul-based employee called Peter Chung was forced to resign from his £100,000-a-year job after sending an email to friends - subsequently forwarded to thousands of others - boasting of his plans to “f.... every hot chick in Korea over the next two years.” The more business-oriented activities of Carlyle’s staff have been conducted much more quietly: Since it was founded in 1987 by David Rubenstein, a policy assistant in Jimmy Carter’s administration, and two lawyers

friends, the firm has been dispatching an array of former world leaders on a series of strategic networking trips.

Last year, George Bush Sr., and John Major travelled to Riyadh to talk with senior Saudi businessmen. In September 2000, Carlyle hired speakers including Colin Powell and AOL Time Warner chair Steve Case to address an extravagant party at Washington's Monarch Hotel. Months later, Major joined James Baker for a function at the Lanesborough Hotel in London, to explain the Florida election controversy to the wealthy attendees.

We can assume that Carlyle pays well. Neither Major's office nor Carlyle will confirm the details of his salary as European chairman - an appointment announced shortly before he left the House of Commons after the election - but we know, for the purposes of comparison, that he is paid £105,000 for 28 days' work a year for an unrelated non-executive directorship. Bush gives speeches for the company and is paid with stakes in the firm's investments, believed to be worth at least \$80,000 per appearance. The benefits have attracted political stars from around the world: former Philippines president Fidel Ramos is an adviser, as is former Thai premier Anand Panyarachun - as well as former Bundesbank president Karl Otto Pohl, and Arthur Levitt, former chairman of the SEC, the US stock market regulator.

Carlyle partners, who include Baker and the firm's chairman, Frank Carlucci - Ronald Reagan's defense secretary and a former deputy director of the CIA - own stakes that would be worth \$180 million each if each partner owned an equal slice. As in many areas of its work, though, Carlyle is not obliged to reveal the details, and chooses not to.

Among the defense firms which benefit from Carlyle's success is United Defense, a Virginia-based contractor which makes vertical missile launch systems currently on board U.S. Navy ships in the Arabian sea, as well as a range of other weapons delivery systems and combat vehicles. Carlyle's other holdings span an improbable range, taking in the French newspaper *Le Figaro* and the company which bottles Dr. Pepper. "They are big, and they are quiet," says David Mulholland, business editor of *Jane's Defense Weekly*. "But they're not easy to get information out of, but United Defense are going to do well in the current conflict." United also owns Bofors, a Swedish munitions manufacturer.

Carlyle has said that it does not lobby the federal government, thus avoiding a conflict of interest when, for example, Carlucci met Rumsfeld in February when several important defense contracts were under consideration. But critics see that as a matter of definition. "It should be a deep cause for concern that a closely held company like Carlyle can simultaneously have directors and advisers that are doing business and making money and also advising the president of the United States," says Peter Eisner, managing director of the Centre for Public Integrity, a non-profit-making Washington think-tank. "The problem comes when private business and public policy blend together. What hat is former president Bush wearing when he tells Crown Prince Abdullah not to worry about U.S. policy in the Middle East? What hat does he use when he deals with South Korea, and causes policy changes there? Or when James Baker helps argue the presidential election in the younger Bush's favour? It's a kitchen-cabinet situation, and the informality involved is precisely a mark of Carlyle's success."

The world of private equity is an inherently secretive one. Firms such as Carlyle make most of their money buying firms which are not publicly traded, overhauling them and selling them at a profit, so the process by which likely targets are evaluated is much more confidential than on the open market. “These firms certainly don’t go out of their way to get into the headlines,” says Steven Bell, chief economist at Deutsche Asset Management. “They’d rather make a splash in Institutional Pensions Week. The aim is to realize very high returns for your investors while exerting a high degree of control over the company. You don’t want to get into the headlines when you force the management to fire a director.”

The process has worked wonders at United, and this month the firm announced plans to go public, giving Carlyle the chance to cash in its investment. But what sets Carlyle apart is the way it has exploited its political contacts. When Carlucci arrived there in 1989, he brought with him a phalanx of former subordinates from the CIA and the Pentagon, and an awareness of the scale of business a company like Carlyle could do in the corridors and steak-houses of Washington. In a decade and a half, the firm has been able to realize a 34% rate of return on its investments, and now claims to be the largest private equity firm in the world. Success brought more investors, including the international financier George Soros and, in 1995, the wealthy Saudi bin Ladin family, who insist they long ago severed all links with their notorious relative. The first president Bush is understood to have visited the bin Ladins in Saudi Arabia twice on the firm’s behalf.

The Carlyle Group does not employ anyone at its Washington headquarters to deal with the press. Inquiries about the links with the bin Ladins are instead referred to someone outside the company, on condition he is referred to only as “a source familiar with the relationship.” This source says: “I can confirm the fact that any bin Ladin Group investment in Carlyle has been terminated or is being terminated. It amounted to a \$2 million investment in the Carlyle II Fund, which was anyway a very small portion of a \$1.3 billion fund. In the scheme of the investments and in the scheme of the business of either party it was very small. We have to get this into perspective. But I think there was a sense that there were questions being raised and some controversy, and for such a small amount of money it was something that we wanted to put behind us. It was just a business decision.”

But if the bin Ladens’ connection to the Carlyle Group lasted no more than six years, the current President Bush’s own links to the firm go far deeper. In 1990, he was appointed to the board of one of Carlyle’s first purchases, an airline food business called Caterair, which they eventually sold at a loss. He left the board in 1992, later to become Governor of Texas. Shortly thereafter, he was responsible for appointing several members of the board which controlled the investment of Texas teachers’ pension funds. A few years later, the board decided to invest \$100 million of public money in the Carlyle Group. The firm’s magic touch was already bringing results. Today, it is proving as fruitful as ever.

<sup>\*</sup>Fair Use: For more information see footnote. <sup>29</sup>

---

<sup>29</sup> [<http://www.law.cornell.edu/uscode/17/107.shtml>]

Returning to Atta's timeline, on August 17, 2000, Atta's car is queried at 16:05 p.m., by the Sarasota County Sheriff's Office.<sup>30</sup> We are not given information why. Ten days later (August 27) he requests again a different instructor at Huffman Aviation and on September 8 he applies for his private Pilot Certificate; but on September 23, he leaves Huffman Aviation and transfers to Jones Aviation Service, owned by Tom Hammersley.



August 25, 2000: Atta's presence at Piedmont Hawthorne Aviation; payment via SunTrust.<sup>31</sup> On August 27 was Atta's last flight training day with a certain instructor at Huffman Aviation. Around August 30 he does or receives (not clear) a Fedwire transfer fee via SunTrust and his presence is noted at Air-Cadia Inc.

On September 8, 2000, Atta applies for his private Pilot Certificate via Huffman Aviation. On September 12 payment to the same apartment is done, and on September 16, he is flying "solo" at Huffman Aviation facilities, where two days later he finally receives his private Pilot Certificate. September 23 he leaves Huffman Aviation and transfers to Jones Aviation Service. We do not know why, but the owner, Tom Hammersley, noted that Atta came much earlier to his school; to be precise, in "June 2000; he did not have a private pilot license, but close to getting one. He had three quarters of the course complete." Hammersley said.

The FBI state July 6, 2000, was when Atta enrolls at Huffman Aviation in Venice (Florida). If what Hammersley said is affirmed, it would mean that Atta "had three quarters of the course completed," towards obtaining a private pilot license prior to enrolment at Huffman Aviation. This would also mean that he got his training elsewhere. If his prior training came from the Airman Flight School in Norman (Oklahoma), that paid for his hotel room at Sooner Hotel & Suites, or Atta was trained as a pilot in his own country prior entering the U.S. to which the FBI have not released to the public domain, is unknown.

9/11 Commission Timeline: On September 26, 2000, Atta cashes a cheque for \$5,600 at his SunTrust account. This is not reported in the FBI Timeline.

FBI Timeline: October 4, 2000, Atta fails a "Stage I exam" at Jones Aviation Service, according to flight instructor Kendal Coleman. The same day, Atta is seen at Hawthorne Ocala (Aviation) purchasing airplane fuel. By October 10 he returns to Huffman Aviation to continue flight training bearing gifts of a cheque made out for the sum of \$2,000. The following day payment to the same apartment is done, and payment on October 12 was made to Jones Aviation Service for \$610. On November 2 Atta is seen at Piedmont Hawthorne Aviation (payment via SunTrust).

<sup>30</sup> [<http://www.sarasotasheriff.org/>]

<sup>31</sup> During Atta's flight training at Huffman Aviation, there are records of his presence at other training facilities; however, no information is given as to what Atta was training on, or if he was training at all. We will therefore only give Atta's presence at these facilities on the dates they are recorded as we come to them.

The next day he is seen at the Aviation Centre, again payment via SunTrust. Two days later (November 5) he does some purchases from Sporty's catalogue: Flight deck videos for a Boeing 747-200 and a Boeing 757-200, including "flying jets..." "...aircraft simulators." <sup>32</sup> Though the FBI had intentions to redact the purchase of the flight deck video on a Boeing 747-200, it is visible and clearly recorded in the 9/11 Commission Timeline.

1370		11/5/2000	FIN	Mohamed Atta	Sporty's Catalog - 11/5/2000 - 11/5/2000 7778 - Sent to: 516 West Laurel Rd, Nokomis, FL 34275 (941) 685-0468	Purchased the purchase of Boeing 747-200 flight deck video, Boeing 757-200 flight deck video, and "Flying Jets-"	Boeing 747 visible	SunTrust, 280550-310 2194/2632; Lead Control # SD4208
------	--	-----------	-----	--------------	---	--	--------------------	---

*FBI Timeline on Atta*

On November 6, 2000, Atta takes his Instrument Rating Airplane Test at Huffman Aviation and receives results on November 20 the same day his car is queried at 20:37 p.m., by Sarasota's County Sheriff's Office. On November 14 payment is made to the same apartment to the Rental Company via SunTrust. On November 20, as mentioned earlier, Atta's "vehicle" is queried at 20:37 p.m. by Sarasota County Sheriff Office. This same day (November 20), Atta finally receives his Instrument Certificate from the FAA and is also seen at Boca Aviation where payment was done via SunTrust. Two days later (November 22) Atta pays by cheque the amount of \$2,000 to Huffman Aviation. December 11, 2000, Atta purchases flight deck videos again for a Boeing 767-300, and an Airbus 320-200.

In the FBI Timeline, ten days later (December 21) Atta receives his Commercial Pilot Certificate according to FAA records. However, the following FAA records show that an application for a replacement of lost or destroyed Airman Certificates was made out for Atta on December 21, and was given a temporary Airman Certificate. It is uncertain if the FBI meant Atta received his temporary Airman Certificate as opposed to receiving his Commercial Pilot Certificate.

*FAA Records: Temporary Airman Certificate  
December 21, 2001*

<sup>32</sup> 9/11 Commission Timeline.



9 1 2 2 0 3 4 5

**APPLICATION FOR REPLACEMENT OF LOST OR DESTROYED  
AIRMAN CERTIFICATE(S) AND KNOWLEDGE TEST REPORT(S)**

**PRIVACY ACT:** This information is required under the authority of the Federal Aviation Act (Section 602). Certification cannot be completed unless the data is complete. Disclosure of your Social Security Number (SSN) is optional. Routine uses of records maintained in the system include categories of users and the purposes of such uses, i.e., to determine that airmen are certified in accordance with the provisions of the Federal Aviation Act of 1958; repository of documents used by individual and potential employers to determine validity of airmen qualifications; to support investigative efforts of investigation and law enforcement agencies of Federal, State, and local governments; supporting information in court cases concerning individual status and/or qualifications in law suits to provide data for the Comprehensive Airmen Information System (CAIS); and to provide documents for microfilm and microfiche backup records.

Type of Certificate(s) Commercial Pilot Certificate Number(s) 2638990 Date(s) of Issuance 12/21/2000

Type of Test \_\_\_\_\_ Location Test Was Taken \_\_\_\_\_ Date of Knowledge Test \_\_\_\_\_

Complete name in which certificate was issued: MOHAMED NMN ATTA  
(first) (middle) (last)

Present mailing address: 3389 SHERIDAN ST Physical address: \_\_\_\_\_  
(if applicable) #256 \_\_\_\_\_  
Hollywood, FL 33021

(If address is a PO Box, Rural Route, General Delivery, or Star Route, please provide a physical address, directions or map for locating your residence.)

Date and place of birth: 09/01/1968 KAER ELSHIKH - EGYPT  
(Date) (Place)

Physical Description: Height (Inches) 67" Weight (Lbs.) 153 Hair Brown Eyes Brown Sex Male

Social Security Number: N/A Citizenship: EGYPTIAN

I enclose ☒ check ☐ money order in the amount of \$ 2  
06-06-01 Mohamed Atta  
Date Signature

The fee for each duplicate Airman or Medical Certificate is \$2. The fee for each knowledge test report is \$1. Check or money order for total fees (payable to the FAA) must accompany request.

For Airman Certificate or knowledge test Report, mail this request to:  
Federal Aviation Administration  
Airman Certification Branch, AFS-700  
Post Office Box 25082  
Oklahoma City, OK 73125-0082

For Medical or combined Student/Medical, mail this request to:  
Federal Aviation Administration  
Medical Certification Branch, AAM-334  
Post Office Box 25082  
Oklahoma City, OK 73125

For radio/telephone license, mail this request to:  
Federal Communications Commission  
1919 "M" Street, NW  
Washington, DC 20534

AC Form 806-56 (5/01) (NSN 0052-06-555-2004) Supersedes previous edition

011561310312  
82.00 06/07/2001



The following day, Atta applies at Eagle International Inc., for “large jet and flight simulator training on a Casa 212 aircraft.” On December 26, 2000, he requests the assistance of the Miami International Airport:

“He is on a taxiway at the airport having trouble with his Piper aircraft N554HA.”

The aircraft was taken to Signature Aviation within the airport. This event will be reconstructed toward the end of Atta’s timeline which will provide the motive why this happened. In continuation with the timeline, Atta schedules to travel with the following itinerary.

Date	Airlines	Route
December 25, 2000 (ticket refunded)	Delta Airlines	Tampa - Atlanta - New York
December 28, 2000 (ticket refunded)	Delta Airlines	New York - Atlanta - Tampa

December 27, 2000, Atta checks into the Holiday Inn Express (room #422); we are not told which State. On December 29, he begins training on “a Boeing 727” at Simcenter in Opa-Locka, Florida, and then requests to apply for a “replacement Airman Certificate - Commercial Pilot.” On December 31, he is now training on “a Boeing 767” simulator at Pan Am International and checks out of the Holiday Inn Express.

Monday, January 1, 2001, Atta requests a refund for his tickets purchased for December 25 from Tampa, Florida to New York. This would mean Atta cancelled his travels. The following day, Tuesday, January 2, he calls the Moroccan Embassy in Washington, D.C. We are not given any specifics as to the content of this call or if he had a response. However, due to festive holidays the Embassy would have a minimal official staff working, if any officials were found to talk to at all. It looks more like a call for some information due to Atta’s next move the following day, when he books a flight with American Airlines Flight AA5372 from Tampa to Miami, then with Iberia Airlines Flight 6122 from Miami to Madrid, Spain (Barajas Airport).

January 4, 2001, Atta arrives in Spain at Barajas Airport at 7:25. We are not told when or if he purchases a ticket for Berlin, Germany; but his credit statements shows him purchasing clothes, two days later (January 6) in Berlin. The 9/11 Commission Timeline also has this purchase, but does not give specifics if it was in Berlin.

It is unsure if Atta actually went to Germany during this time, due to his arrival back to the U.S. from Spain (not Germany) on January 10, 2001. Additional unfitting times and dates come from the FBI reports that Atta’s cash withdrawals in Casablanca (Spain) were recorded on January 13, and January 16. This portrays discrepancies of his actual whereabouts, which the 9/11 Commission Timeline cannot elaborate further.

The above latest timeline, always according to the FBI, is a signal that there were two persons named Atta: One was travelling between January 4 to January 16, 2001, around Europe, and the other was in the U.S. on January 10, 2001.

January 4, 2001	Arrives in Spain at Barajas Airport	Leaves the U.S.
January 6, 2001	In Berlin, Germany buying clothes	Two days after
Date gap	From Berlin to Spain	No activity recorded in Spain or Berlin Atta vanishes
January 10, 2001	Re-enters the U.S. via Spain	Atta reappears in U.S.
Date gap	From U.S. to Spain	
January 13, 2001	Withdraws cash at ATM in Spain	Three days after
January 16, 2001	Withdraws cash at ATM in Spain	Does not re-enter the U.S. The FBI need to track Atta's activity in Spain after this date and not assume the Atta in the U.S. is the same Atta that left on January 4
Date gap	From Spain to the U.S.	Atta reappears in the U.S. January 25 at Gwinnell County Airport, Georgia

The Atta that arrives in Spain on January 4 never goes to Berlin as the FBI record, because there are no travel details that he did. If he did go to Berlin, then it was under an assumed name which the FBI did not release to the public domain. There is another possibility which would be Visa Card theft. Though Atta did not report any theft of his Visa Card when he was in Spain, it could have been stolen in Spain and two days later used in Berlin. Theft of Visa Cards happens every minute around the world, and fortunately a large percentage of them are reported.

In order to continue tracking two different Attas we need to distinguish them. We will call the Atta who travelled to Spain, "Atta #1" to keep track of him, and call the Atta who is already in the United States "Atta #2."

From January 4 to January 6, "Atta #1" is inactive in Spain. No accommodation booked; no eating at restaurants; no cash withdrawals until January 13 and again on January 16 when he makes two cash withdrawals at an ATM in Spain though he is recorded being in the U.S.

The Atta that enters the U.S. from Spain (January 10) is "Atta #2." We will always refer to this Atta this way because later on, there is another switch. Keep in mind that "Atta #2" has all the documents of "Atta #1" which would be a passport, a U.S. Visa, and also the "replacement Airman Certificate/Commercial pilot" which was issued in December 29, 2000. However, "Atta #1" forgets to issue a U.S. driver's license, accidentally (?) not informing "Atta #2" about it. It is a small slip from "Atta #1," yet big enough to prove that there was this switch or additional Atta which will be seen as we continue down the FBI Timeline.

9/11 Commission Timeline: There are two transactions which is not recorded in the FBI Timeline: January 19, 2001, "Atta #2" sends \$1,500 to "Ramzi Binalshibh" who is in Hamburg, Germany via Western Union in Temple Terrace in Florida.

A question may be asked at this point: Is "Ramzi Binalshibh" the Atta that was recorded buying clothes in Berlin on January 6? According to the PENTTBOMB (265a-ny-280350) Law Enforcement Sensitive report, published April 19, 2002, "Binalshibh was a close associate of Atta and Ziad Jarrah (UA flight #93) from Germany." The other transaction recorded is for January 24, when "Atta #2" cashes a cheque for the amount of \$8,000 in his SunTrust account.

**FBI Timeline:** On January 25, 2001, “Atta #2” (according to the FBI) “performed a check flight” at Gwinnell County Airport, Georgia. If he checked some flight he was supposed to travel on and/or for some other person, is unknown, but “Atta #2” was not booked on any flight around this time. On January 31, “Atta #2” calls “Atta #1’s” father. The last time a call was made from “Atta #1” to his father was March 1999. Probably “Atta #2” thought it imperative that the father hear from his son even at such a late date, or money was needed from the family in Cairo.

It has been reported that Atta’s family was wealthy, his father being an attorney; however, the amounts that were being sent were large sums, and it is doubtful a family with 4 to 5 members could afford this frequent cash flow. It is possible Atta’s father was sending these large amounts that were coming from another more lucrative source. There is no evidence that has been given to the public domain for this, but it is a possibility.

On February 1, 2001, “Atta #2” moves into an apartment in Georgia. On February 10 he calls the father of “Atta #1” again, and furthermore talks with the grandfather, the mother and the sister. February 12 and 14 he calls Atta Sr., one more time.

On February 19, 2001, “Atta #2” takes on an assumed name, “Awaid el-Sayed” then checks in to the Colonial Inn in Virginia Beach. He checks out the next day and opens a post office box (#C-24) at the Mail Depot Inc., in Virginia Beach. Within a 19 minute drive from the Colonial Inn are two military bases: One is the Joint Expeditionary Base Little Creek - Fort Story, and the other is the NAS Oceana Navy Base. Either one of these bases could have been visited by “Atta #2” during that day. This assumption, will be clarified as we continue.

Travelling to Georgia, on February 21, 2001, “Atta #2” calls Atta Sr., whilst his car with Florida license plates D79DDV, is checked by the Dekalb County Georgia Police. “Atta #2” then checks into the Suburban Lodge (room #318) of Stone Mountain and checks out on March 1.

During the above month (February) the Texas Service Center Enforcement Operations Division Timeline has Atta inquiring further into “crop-dusters at Belle Glade State Municipal Airport in Belle Glade, Florida,” and again in March 2001 at South Florida Crop Care.

On March 19, 2001, still in Georgia, “Atta #2” calls Atta Sr., from a payphone. We are not given any information where “Atta #2” is staying in Georgia from March 1 when he checks out of Suburban Lodge, till the time he is tracked again on March 22 when his name goes on record that he rented an aircraft for 11 hours.

By March 27, 2001, the FBI finds “Atta #2” back at the Suburban Lodge (room #235). We are not told if he uses an alias this time, but “Atta #2” disappeared in Georgia from March 1 to March 27. This is a 26 day gap of activity, and is illogical behaviour for a human being. Possibly “Atta #2” is now in use of an alias, he could easily be using another alias, unknown by the FBI or not released to the public domain. This would allow for relocation within Suburban Lodge never leaving the complex, and would only be done to avoid detection. A question may be asked if “Atta #2” noticed he was being followed.

By April 3, 2001, under another assumed name, “Mohamed el-Sayed,” “Atta #2” checks in to the Diplomat Inn at Virginia Beach and checks out the following day, parallel to cashing a cheque for the amount of \$8,000. We do not know if this is the identical cheque cashed on January 24, 2001, which was reported in the 9/11 Commission Timeline, but it is doubtful. In all likelihood, this money has been sent from “Atta #1’s” family, and allegedly been getting the cash from some other source to send to Atta. Whatever the case may be, on April 4, “Atta #2” closes a post office box (#C-24) at the Mail Depot Inc., in Virginia Beach, and forwards all his mail to Hollywood in Florida. Via this now closed P.O. Box is where he most probably received the two cheques previously mentioned.

On April 11, 2001, “Atta #2” rents an apartment at Tara Gardens Condos in Coral Springs, Florida. We do not know where he was staying from April 3 when he checks out of the Diplomat Inn at Virginia Beach, until he rents at Tara Gardens Condos, eight days later. There is no activity during this period, so we see again that “Atta #2” vanishes; this time for a week. Additionally, he remains low for another week, until a total of twelve days pass until “Atta #2” re-surfaces again on April 23 under his assumed name of “Mohamed el-Sayed,” and services a car at Mobil Lube Express. Three days later (April 26) he gets a citation from Florida State Troopers **for driving without a license**. And this is the evidence that there was a switch made: “Atta #2” was replaced with the “Atta #1” that left for Spain and probably had his credit card stolen on January 4, 2001. The latter forgot to tell his replacement he had not issued a driver’s license. This was a small detail, but enough evidence to prove that there were now two Attas circulating.

The PENTTBOMB (265a-ny-280350) Law Enforcement Sensitive report, published April 19, 2002, states that this traffic violation happened on April 26 not April 23 as the FBI reports. Furthermore, the report states how “A woman claiming to be Atta’s wife arrived at Broward County Courthouse **on September 11, 2001**, and attempted to clear his [Atta’s] record. The trooper was interviewed and positively identified Atta.” This report makes no sense. That a woman would try to clear Atta’s name on the day of the attacks in Plantation, Florida is peculiar to say the least. Neither the FBI nor the 9/11 Commission Timelines record this incident. But what is more peculiar is that another Atta is seen in Prague during this time; the only time the FBI Timeline has Atta in Prague, is for the following dates given earlier:

Date	Airlines	Route
June 3, 2000	Czechoslovakian Flight CSA52	Prague - Newark, New Jersey
July 30, 2000	Czechoslovakian Flight ?	Newark, New Jersey – Prague ( <b>not used</b> )

However, according to a “Staff Statement 16” reported in *The Weekly Standard* on June 28, 2004, it briefly assesses an alleged meeting between “9/11 hijacker Mohammed Atta and an Iraqi intelligence official in Prague in April 2001.” The report notes however, “Based on the evidence available, including investigation by Czech and U.S. authorities plus detainee reporting, we do not believe that such a meeting occurred.”<sup>33</sup>

<sup>33</sup> [<http://www.weeklystandard.com/Content/Public/Articles/000/000/004/248eaurh.asp?page=3>]

## **Boston Globe**

*Brian Whitmore*

*September 19, 2004* <sup>34</sup>

PRAGUE -- Add one more country to the list of those decrying intelligence failures before the Sept. 11 attacks. A lawmaker is leading calls for an investigation into why the Czech Republic's intelligence service had said that the hijackers' leader, Mohamed Atta, met in Prague with an Iraqi intelligence agent. That allegation is widely believed to be incorrect. Shortly after the attacks in New York and Washington, Stanislav Gross, the current Czech prime minister who was then interior minister, announced that Atta had met in Prague in April 2001 with Ahmad Khalil Ibrahim Samir al-Ani, an alleged agent with Saddam Hussein's intelligence service. Gross based his assertion on information from the BIS, the Czech intelligence agency.

The allegation that Atta had huddled with one of Hussein's agents sparked headlines, led to speculation that Baghdad may have been involved in the attacks, and helped to fuel the case for a US-led war in Iraq. But the bipartisan Sept. 11 Commission in the United States concluded in its final report that "the available evidence does not support the original Czech report of an Atta-al-Ani meeting." The commission's finding was the latest, and most authoritative, assertion that reports of the meeting were inaccurate and had been based on faulty intelligence.

In addition, press reports have suggested that **a second man** named Mohammed Atta (a Pakistani businessman who spells his first name with two m's) also travelled to Prague at about the same time as the Sept. 11 hijacker, confusing Czech authorities.

"It is in our interest to investigate this failure of Czech intelligence," Petr Necas, a leading member of the opposition Civic Democratic Party, said in an interview Friday. An influential lawmaker specializing in military, law-enforcement, and intelligence issues, Necas said he is negotiating with other legislators to push the government for a formal inquiry. The Czech government has not responded publicly to Necas's appeal for an investigation.

The controversy over the alleged meeting remains one of the most confounding episodes in the post-Sept. 11 narrative. On Oct. 26, 2001, Gross said at a Prague news conference that Mohamed Atta, who was a student in Hamburg, travelled to Prague twice: On June 2, 2000, and on April 8, 2001. During the second visit, just five months before the Sept. 11 attacks, that he met with Ani, Gross said.

Ani's own history added to the air of intrigue. The second secretary of Iraq's embassy in Prague, Ani was expelled from the Czech Republic on April 22, 2001, after he was reportedly seen photographing the headquarters of the US-funded Radio Free Europe in central Prague.

---

<sup>34</sup>

[[http://www.boston.com/news/world/europe/articles/2004/09/19/a\\_911\\_legacy\\_confusion\\_over\\_a\\_name\\_czechs\\_find\\_error\\_in\\_tracking\\_atta/](http://www.boston.com/news/world/europe/articles/2004/09/19/a_911_legacy_confusion_over_a_name_czechs_find_error_in_tracking_atta/)]

Weeks after Gross's announcement, Milos Zeman, then the Czech prime minister, added to the confusion by telling *CNN* that Atta and Ani had met in Prague not to plan the Sept. 11 attack but to plot a raid on Radio Free Europe. Zeman retracted his statement days later, saying it was only a theory. In the three years since Gross made his announcement, information has come to light that has cast doubt on its accuracy. Officials say evidence of the alleged meeting in April 2001 came from a single informant from Prague's Arab community who saw Atta's picture in the news after the Sept. 11 attacks, and who later told his handlers that he had seen him meeting with Ani. Some officials have called the source unreliable.

\*Fair Use: For more information see footnote. <sup>35</sup>

On May 1 2001, "Atta #2" receives a parking ticket and the following day he issues a Florida driver's license. Note how he does not request a replacement for his driver's license, or report that it was stolen. Driving without a license is not a mere traffic violation like a speeding ticket. Driving without a license is a criminal offense, and the penalties can be severe depending on the State you are caught driving in. Within the State of Florida, it is considered a misdemeanor. <sup>36</sup>

Ten days later (May 13) "Atta #2" rents an apartment on Jackson Street in the same area (Hollywood, Florida), and on May 21 he opens a new post office box. On May 28 "Atta #2" rents a car from Hertz Rent a Car at 12:13 p.m., but gets it queried at 15:08 p.m., by the Broward County Sheriff. The car is returned the next day to Hertz Rent a Car with 150 miles of usage. This would mean he drove about 75 miles each way. The area from Hollywood, Florida passing through Broward County, then stopping 75 miles would be a destination to the Dye Preserve Golf Club. <sup>37</sup> The same day, according to the Texas Service Center Enforcement Operations Division Timeline, Atta "fails to appear in court in Broward County for driving without a license charge. A bench warrant is issued for his arrest." Atta certainly did not attend this court hearing; instead he must have driven to Dye Preserve Golf Club according to the mileage use on his return rental car.

Paul B. Pete Dye (*b.* 1925) is a world-renowned golf course designer and a member of a famous family of course designers. One of Dye's designs is Cheyenne Mountain Resort; the Resort tells us: "We are also Military friendly, due to our close distance to Fort Carson, Peterson Air Force Base and NORAD." Within this Resort, on the morning of September 11, 2001, was organized a Biological, Radiological and Nuclear Conference sponsored by the Cheyenne Mountain Air Force. <sup>38</sup>

On the same day (May 28) "Atta #2" rents a room under the name "Mohamed al-Sayed" at Hill Hotel in Hollywood (Florida). On May 31 he rents another car from Budget Car Rentals in Dania, Florida and returns it to the airport's Budget Car Rentals on June 2 with 220 mile usage.

---

<sup>35</sup> [<http://www.law.cornell.edu/uscode/17/107.shtml>]

<sup>36</sup> [<http://www.legalmatch.com/law-library/article/driving-without-a-license.html>]

<sup>37</sup> [<http://www.thedyepreserve.com/>]

<sup>38</sup> [<http://justpiper.com/survival/nine-best-u-s-places-to-survive-the-apocalypse/>]

**Important:** On June 4, 2001, “Atta #2” does an extraordinary action and in return an extraordinary action is done to him:

Always according to the Texas Service Center Enforcement Operations Division Timeline, “A warrant is issued for Atta’s arrest due to his no-show at his hearing for his traffic offense.” This would pertain to Atta driving without a license on May 1 2001. Atta was not interested in attending this court hearing. If he knew a warrant would be issued for his arrest in case he did not show up at this court hearing, is unknown. What it does show however, is that Atta is not interested in being a law abiding citizen, which would make his following move a pretty peculiar one to say the least.

On this same day the warrant is issued, Atta files for a replacement of his lost or destroyed Airman Certificate / Commercial Pilot Certificate. This action is contrary to any action of a man who will be dead in 3 months. After this date, Atta is no longer recorded as participating in aircraft training; hence he would not need these certificates nor would these documents have been needed when he boarded Flight AA11; he was not going to show any passenger and/or airline crew he was a trained pilot. He would however need his pilot certificates for September 11 to fly out of Portland on Khaled Alzeedi’s small aircraft. This will also be proven by the end of this timeline, but we give a flavour of what might have happened to Atta and al-Umari on that fatal day of the attacks.

### **Portland Press Herald**

*October 21, 2001*

On Wednesday, new reports surfaced about another potential terrorist link to Portland. A Saudi pilot, who is on an FBI watch list for people wanted for questioning about possible terrorist ties, told a Moroccan newspaper that he had left a small plane at the Portland jetport. Khaled Alzeedi, owner of an aviation company that operates in Delaware, Saudi Arabia and Morocco, had bought two small planes in Tennessee in the weeks before the September 11 attacks. Alzeedi and three of his assistants later flew one of the planes to Portland. Alzeedi said he dropped the plane at the jetport because he realized it needed a bigger fuel tank. He then left the country and said he planned to return, but could not because of the terrorist attacks. The FBI says that Alzeedi, who is now in Morocco, is not believed to have any connection to the attacks. Yet, the FBI refuses to say why they want to speak with Alzeedi or why his plane is under surveillance at Northeast Airmotive Co., Portland’s general aviation contractor. Portland Police Chief Michael Chitwood says he has a lot of unanswered questions about the plane and the Saudi pilot. He sent two detectives to Northeast Airmotive on Thursday, but employees there said the FBI told them not to talk with anyone about the plane. ‘The FBI is saying there’s no connection with this plane to Atta or September 11, but they’re not sharing why they want to talk with the pilot,’ Chitwood said. ‘It bothers me. If there’s no big deal to this, then why the hell didn’t the FBI tell us about this six weeks ago?’

[\*Fair Use: For more information see footnote. <sup>39</sup>]

---

<sup>39</sup> [<http://www.law.cornell.edu/uscode/17/107.shtml>]



From the time “Atta #2” comes from Spain to the U.S. he has only rented an aircraft for 11 hours which was on March 22, 2001. Probably he lost the Airman Certificate / Commercial Pilot Certificate around this time, or they were left in some airport office still to surface. But this would be a third time he does this, and it is peculiar the FAA records did not track these replacements. On June 10, 2001, “Atta #2” rents yet another car from Alamo Rent-a-Car and returns it on June 22 with a mileage use of 1,037.

On June 16 “Atta #2” calls pre-paid thirteen times (according to the CIA), a number owned by someone called “Ahmed al-Hawsawi” <sup>40</sup> who is in Fort Lauderdale (Florida); and on June 17 he calls pre-paid five times (according to the CIA), a number owned by someone called “Mustafa Ahmed” who is in Delray Beach (Florida). The latter person is again called (ten times) by “Atta #2” on June 18.

According to the PENTTBOMB (265a-ny-280350) Law Enforcement Sensitive report, published April 19, 2002, “Mustafa Ahmed” is only described as “a possible UBA [Usama bin Laden] associate.” However, this person has more depth of murky waters than officials were reporting. He is a very dangerous person, and if this person was in the U.S. during Atta’s stay, then it is little wonder that the attacks of September 11, 2001, were so horrendous.

A detailed account was given earlier of this man’s activities as the possible link to sponsoring the attacks. If this man “Mustafa Ahmed” who is in Delray Beach (Florida) receiving calls from “Atta #2” is the identical Saeed Omar Sheikh involved with the \$100,000 from Pakistan to Atta, then Intelligence would have been aware of this man’s presence in the U.S. Before continuing with Atta’s timeline, this would be a good enough time to give additional information on why Sheikh’s presence in America would have been known to any Intelligent Officer at the time and why the attacks of September 11, 2001, were so horrendous.

In December 2001, the Special Activities Division and the Special Operations Group (SAD/SOG) in cooperation with the Army’s Delta Force tracked down Usama bin Laden in the rugged mountains near the Khyber Pass in Afghanistan. Former CIA station chief Gary Berntsen as well as a subsequent Senate investigation claimed that the combined American special operations task force was largely outnumbered by al-Qa’ida forces and that they were denied additional U.S. troops by higher command. The task force also requested munitions to block the avenues of egress of Usama bin Laden, but that request was also denied.

The team allegedly uncovered evidence in the subsequent site exploration that Usama bin Laden’s ultimate aim was to obtain and detonate a nuclear device in a terrorist attack. According to other press reports, the Special Activities Division were ineffectual and “bin Laden and bodyguards walked unmolested out of Tora Bora and disappeared into Pakistan’s unregulated tribal area.” But this turns out as a contradiction. Note the date on the *Fox News* report which will follow, as being December 2001, the same month and year the elite team SAD/SOG went into Afghanistan to assassinate Usama bin Laden.

---

<sup>40</sup> Born August 5, 1968.

**Fox News**  
*Bin Laden Already Dead*  
*December 2001*

FOXNews.com - Report: Bin Laden Already Dead - U.S. & World

[Fox News](#)
[Fox Business](#)
[Small Business Center](#)
[Fox News Latino](#)
[Fox News Radio](#)
[Fox Nation](#)

[Register](#)
[Login](#)

**ON AIR NOW »**  
  
 America Live  
 Host: Megyn Kelly

**1p<sup>et</sup>**  
  
 Studio B w/ Shepard Smith  
 (cc)  
 The News Begins Anew!

**3p<sup>et</sup>**

[WATCH LIVE](#)
[State Dept. Briefing](#)
[Biden, Sens on Deficit](#)

[Home](#)
[Video](#)
[Politics](#)
[U.S.](#)
[Opinion](#)
[Entertainment](#)
[SciTech](#)
[Health](#)
[Leisure](#)
[World](#)
[Sports](#)
[On Air](#)

**BREAKING NEWS**
 Gingrich Finance Team Abandons Campaign

[Subscribe to Alerts](#)

# U.S. & World

---

**NEWS ARCHIVE**  
**HOT TOPICS**

- White House
- Business Leaders

FOXNEWS.COM HOME > WORLD > NATIONAL  

## Report: Bin Laden Already Dead

Wednesday, December 26, 2001

E-Mail | Respond | Print

Recommend
  64961 recommendations. Sign Up to see what your friends recommend.

Share:

Usama bin Laden has died a peaceful death due to an untreated lung complication, the *Pakistan Observer* reported, citing a Taliban leader who allegedly attended the funeral of the Al Qaeda leader.

"The Coalition troops are engaged in a mad search operation but they would never be able to fulfill their cherished goal of getting Usama alive or dead," the source said.

Bin Laden, according to the source, was suffering from a serious lung complication and succumbed to the disease in mid-December, in the vicinity of the Tora Bora mountains. The source claimed that bin Laden was laid to rest honorably in his last abode and his grave was made as per his Wahabi belief.

About 30 close associates of bin Laden in Al Qaeda, including his most trusted and personal bodyguards, his family members and some "Taliban friends," attended the funeral rites. A volley of bullets was also fired to pay final tribute to the "great leader."

The Taliban source who claims to have seen bin Laden's face before burial said "he looked pale ... but calm, relaxed and confident."

Asked whether bin Laden had any feelings of remorse before death, the source vehemently said "no." Instead, he said, bin Laden was proud that he succeeded in his mission of igniting awareness amongst Muslims about hegemonic designs and conspiracies of "pagans" against Islam. Bin Laden, he said, held the view that the sacrifice of a few hundred people in Afghanistan was nothing, as those who laid their lives in creating an atmosphere of resistance will be adequately rewarded by Almighty Allah.

When asked where bin Laden was buried, the source said, "I am sure that like other places in Tora Bora, that particular place too must have vanished."

ADVERTISEMENT

**FOX NEWS VIDEOS**  
 TOP VIDEOS
 

Games at your fingertips

Web suffix a thing of the past?

Great last-minute gifts for Father's Day

SCITECH
 

- NC proposal to limit striped bass catch
- Boulder residents spot bears in tree
- Floating building is first of its kind
- Apps for the Dad Who Wears Too Many Hats

MOST ACTIVE
 

MOST READ	MOST EMAILED
1 Case Anthony Murder Trial Resumes After Being Halted Early	
2 Obama Puts Finishing Touches on Afghanistan Withdrawal Plan	
3 Man Urinates in Water, City Flushes 8M Gallons	
4 Peter Parker Getting Killed Off in 'Spider-Man'	
5 New Jersey Professor Allegedly Ran Prostitution Website	

ADVERTISEMENT

ADVERTISEMENTS
 

[See Next Story in U.S. & World](#)

**Hot Stock Pick - OBJE**  
 New Issue, Obscene Jeans Inc Explosive Inv  
[www.ObsceneJeans.com](#)

**Travel Guard® Insurance**

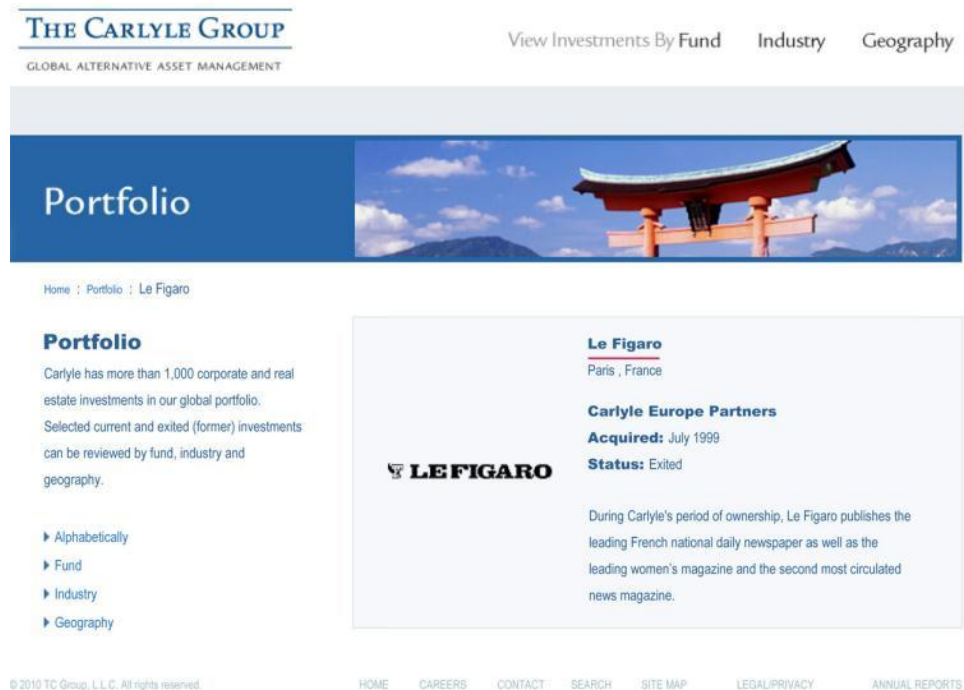
**SOLDIER'S DIARY**  
  
 Truth Is Perception  
**Soldier's Diary:** What you think of the war depends on where you are  
 ♦ Dear Captain Dan

<http://www.foxnews.com/story/0,2933,41576,00.html>[21-Jun-11 8:19:12 PM]

\*Fair Use: For more information see footnote. <sup>41</sup>

<sup>41</sup> [<http://www.law.cornell.edu/uscode/17/107.shtml>]

Just one month shy of a few days after the disabling of the U.S. Air Defense System in June 2001, Usama bin Laden flew to Dubai for 10 days to undergo a treatment at an American hospital, where he was visited by the local CIA agency, according to the French newspaper *Le Figaro* (owned by the Carlyle Group); *The Guardian* and *CBS News*.<sup>42</sup> This would coincide with the *Fox News* report given that Usama bin Laden was brought down by an elite group in December 2001, just 6 months after his treatment in a Dubai American hospital.



*French newspaper Le Figaro  
Owned by the Carlyle Group*

## **Le Figaro** *October 11, 2001*

Dubai, one of the seven emirates of the Federation of the United Arab Emirates, North-East of Abu-Dhabi. This city, population 350,000, was the backdrop of a secret meeting between Usama bin Laden and the local CIA agent in July. [2001.] A partner of the administration of the American Hospital in Dubai claims that public enemy number one stayed at this hospital between July 4 and 14, 2001. Having taken off from the Quetta airport in Pakistan, bin Laden was transferred to the hospital upon his arrival at Dubai airport. He was accompanied by his personal physician and faithful Lieutenant, who could be Ayman al-Zawahiri, but on these sources are not entirely certain, four bodyguards, as well as a male Algerian nurse, and admitted to the American Hospital, a glass and marble building situated between the Al-Garhoud and Al-Maktoum bridges. Each floor of the hospital has two VIP suites and fifteen rooms. The Saudi billionaire was admitted to the well-respected urology department run by Teerry Callaway,

<sup>42</sup> [<http://www.cbsnews.com/stories/2002/01/28/eveningnews/main325887.shtml>]

gallstone and infertility specialist. Dr. Callaway declined to respond to our questions despite several phone calls.

As early as March 2000, *Asia Week* published in Hong Kong, expressed concern for bin Laden's health, describing a serious medical problem that could put his life in danger because of "a kidney infection that is propagating itself to the liver and requires specialized treatment." According to authorized sources, bin Laden had mobile dialysis equipment shipped to his hideout in Kandahar in the first part of 2000. According to our sources, bin Laden's "travels for health reasons" have taken place before. Between 1996 and 1998, bin Laden made several trips to Dubai on business.

On September 27, fifteen days after the World Trade Centre attacks, at the request of the United States, the Central Bank of the Arab Emirates announced an order to freeze assets and investments of 26 people or organizations suspected of maintaining contact with bin Laden's organization, and in particular at the Dubai Islamic Bank. "Relations between the Emirate and Saudi Arabia have always been very close," according to sources, "princes of reigning families, having recognized the Taliban regime, often travelled to Afghanistan. One of the princes of a ruling family regularly went hunting on the land of bin Laden, whom he had known and visited for many years." There are daily flights between Dubai and Quetta by both Pakistan and the Emirates Airlines. As to private planes from Saudi Arabia or from the Emirates, they regularly fly to Quetta, where their arrival is rarely registered in airport logs.

While he was hospitalized, bin Laden received visits from many members of his family as well as prominent Saudis and Emiratis. During the hospital stay, the local CIA agent, known to many in Dubai, was seen taking the main elevator of the hospital to go to bin Laden's hospital room. A few days later, the CIA man bragged to a few friends about having visited bin Laden. Authorized sources say that on July 15, the day after bin Laden returned to Quetta, the CIA agent was called back to headquarters. In late July, Emirates customs agents arrested Franco-Algerian activist Djamel Beghal at the Dubai airport. In early August, French and American authorities were advised of the arrest. Interrogated by local authorities in Abu Dhabi, Beghal stated that he was called to Afghanistan in late 2000 by Abou Zoubeida, a military leader of bin Laden's organization, al-Qa'ida. Beghal's mission: Bomb the U.S. Embassy on Gabriel Avenue, near the Place de la Concorde, upon his return to France.

According to Arab diplomatic sources as well as French Intelligence, very specific information was transmitted to the CIA with respect to terrorist attacks against American interests around the world, including on U.S. soil. A DST report dated September 7 enumerates all the intelligence, and specifies that the order to attack was to come from Afghanistan. In August, at the U.S. Embassy in Paris, an emergency meeting was called between the DGSE (French foreign Intelligence Service) and senior U.S. Intelligence officials. The Americans were extremely worried, and requested very specific information from the French about Algerian activists, without advising their counterparts about the reasons for their requests. To the question "what do you fear in the coming days?" the Americans kept a difficult-to-fathom silence.

Contacts between the CIA and bin Laden began in 1979 when, as a representative of his family's business, bin Laden began recruiting volunteers for the Afghan resistance against the Red Army. FBI investigators examining the embassy bombing sites in Nairobi and Dar es Salaam discovered that evidence led to military explosives from the U.S. Army, and that these explosives had been delivered three years earlier to Afghan Arabs, the infamous international volunteer brigades involved side-by-side with bin Laden during the Afghan war against the Red Army. In the pursuit of its investigations, the FBI discovered "financing agreements" that the CIA had been developing with its "Arab friends" for years. The Dubai meeting is then within the logic of "a certain American policy."

\*Fair Use: For more information see footnote. <sup>43</sup>

It is peculiar, strange, whatever words describe the above report coming from the French newspaper *Le Figaro* due to its affiliation with the Carlyle Group. It will not be far to state that such a report, that Usama bin Laden was visited by CIA operatives whilst in an American hospital, was backed up by the Carlyle Group at the time. This patient was the world's most wanted terrorist in July 2001 regardless of the attack on the U.S. which came two months later. At least, this is what has been fed to the public domain to be found.

But this turns out to be a very grave deception. In the 2001-2002 Military Almanac on page 19, the number one potential enemy of the United States is not deemed to be Iraq, or Saudi Arabia, or Egypt, or Morocco; but Cuba as the following extract shows. One would imagine that from all the bombardment of mainstream media as to the number one terrorist being Usama bin Laden and his group (al-Qa'ida), it would be logical to have seen the 2001-2002 Military Almanac state the potential enemy of the United States to be Saudi Arabia, Pakistan, or even Iraq for that matter; however, number one potential enemy to the U.S. in 2001-2002, was Cuba. Iraq was listed third.

#### Military Strengths of U.S., Allied, and Selected Other Armed Forces

Any simple "bean count" such as this understates the full military strength of the U.S. and its allies. These data portray neither the generally higher capabilities of U.S. and allied weaponry, nor the unrivaled U.S. capabilities in communications, intelligence gathering, logistics, training, maintenance, and global mobility.

	Active Troops	Reserve Troops	Heavy Tanks	Armored Infantry Vehicles	Air-planes	Heli-copters	War-ships	Amphibious, Major Mine, & Support Ships
<b>POTENTIAL "ENEMIES"<sup>2</sup></b>								
Cuba	58,000	39,000	900	750	208	90	—	7
Iran	513,000	350,000	1,135	1,145	269	718	8	46
Iraq	429,000	650,000	2,200	4,400	350	500	—	7
Libya	76,000	40,000	2,210	2,620	594	202	4	19
North Korea	1,082,000	4,700,000	3,500	3,060	1,167	320	29	40
Sudan	104,500	—	170	488	46	28	—	—
Syria	316,000	396,000	4,850	4,785	640	221	2	12
<b>Totals</b>	<b>2,262,500</b>	<b>6,175,000</b>	<b>14,965</b>	<b>17,248</b>	<b>3,274</b>	<b>2,079</b>	<b>42</b>	<b>131</b>

<sup>2</sup> As historically defined by DoD. Iran was removed from this list in March, 1999. Includes equipment in store. Figures are estimates.

SOURCES: International Institute for Strategic Studies, U.S. Department of Defense. Chart prepared by the Center for Defense Information

*2001-2002 Military Almanac (page 19)*

<sup>43</sup> [<http://www.law.cornell.edu/uscode/17/107.shtml>]

This is just one example of how misleading various round table discussions and interviews on the mainstream media can be. Note the following statements from eminent persons saying no evidence was linked to Usama bin Laden and the 9/11 attacks.

“So we’ve never made the case, or argued the case, that somehow Usama bin Laden was directly involved in 9/11. That evidence has never been forthcoming.”

—*Ex-Vice President Dick Cheney*  
*Tony Snow Show (March 29, 2006)*

“In our investigation, we have not uncovered a single piece of paper, either here in the United States, or in the treasure trove of information that has turned up in Afghanistan and elsewhere, that mentioned any aspect of the September 11 plot.”

—*FBI Director Robert S. Mueller III*  
*Los Angeles Times (April 30, 2002)*

## **THE GUARDIAN**

*CIA agent alleged to have met Bin Laden in July*  
*French report claims terrorist leader stayed in Dubai hospital*  
*Sampson Anthony*  
*November 1, 2001, 03:17 GMT*

The disclosures are known to come from French intelligence which is keen to reveal the ambiguous role of the CIA, and to restrain Washington from extending the war to Iraq and elsewhere. Bin Laden is reported to have arrived in Dubai on July 4, 2001, from Quetta in Pakistan with his own personal doctor, nurse and four bodyguards, to be treated in the urology department. While there he was visited by several members of his family and Saudi personalities, and the CIA.

The CIA chief was seen in the lift, on his way to see bin Laden, and later, it is alleged, boasted to friends about his contact. He was recalled to Washington soon afterwards. Intelligence sources say that another CIA agent was also present; and that bin Laden was also visited by Prince Turki al Faisal, then head of Saudi intelligence, who had long links with the Taliban, and bin Laden. Soon afterwards Turki resigned, and more recently he has publicly attacked in an open letter: “You are a rotten seed, like the son of Noah.”

\*Fair Use: For more information see footnote. <sup>44</sup>

On December 26, 2001, the Egyptian newspaper *AlWafd Daily* carried a short obituary by a prominent official of the Afghan Taliban, who was allegedly present at the funeral, stating Usama bin Laden had been buried on December 13, 2001. “Usama bin Laden suffered serious complications and died a natural, quiet death. He was buried in Tora Bora, a funeral attended by

---

<sup>44</sup> [<http://www.law.cornell.edu/uscode/17/107.shtml>]



30 al-Qaida fighters, close members of his family and friends from the Taliban. By the Wahhabi tradition, no mark was left on the grave.”<sup>45</sup>

A videotape was released on December 27, 2001, showing a gaunt, unwell Usama bin Laden, prompting an unnamed White House aide to comment that it could have been made shortly before his death. On *CNN*, Dr. Sanjay Gupta commented that bin Laden’s left arm never moved during the video, suggesting a recent stroke and possibly a symptom of kidney failure.

According to Pakistani President Musharraf, bin Laden required two dialysis machines, which also suggests kidney failure. “I think now, frankly, he is dead for the reason he is a kidney patient,” Musharraf said. If bin Laden suffered kidney failure, he would require a sterile environment, electricity, and continuous attention by a team of specialists, Dr. Gupta said.



December 2001 (left image) is the month and year Fox News reports bin Laden died  
September 2007 (right image) is from Western media

“We have heard neither hide nor hair of him since about December in terms of anything hard.”

—Defense Secretary Rumsfeld  
(April 2002)

From this point onwards, the year of Usama bin Laden’s alleged death varies considerably; whether this is done to misinform (via PSYOP) is hard to prove; only the discrepancies and irregularities can be given.

In April 2005, the *Sydney Morning Herald* reported: “Dr. Clive Williams, Director of Terrorism Studies at the Australian National University, says documents provided by an Indian colleague suggested Usama bin Laden died of massive organ failure in April last year. [2004] It’s hard to prove or disprove these things because there hasn’t really been anything that allows you to make a judgment one way or the other,” Dr. Williams said.

<sup>45</sup> Reid, Sue (September 11, 2009). “Has Usama Bin Laden been dead for seven years, and are the U.S. and Britain covering it up to continue war on terror?” [<http://www.dailymail.co.uk/news/article-1212851/Has-Usama-Bin-Laden-dead-seven-years--U-S-Britain-covering-continue-war-terror.html>]  
(b) *Daily Mail* (London) [<http://www.dailymail.co.uk/news/article-1212851/Has-Usama-Bin-Ladendead-seven-years--U-S-Britain-covering-continuewar-terror.html>] retrieved 2010-05-24.

What has also been noted and reported is that the CIA's Counter Terrorism Centre creates a special unit focusing specifically on Usama bin Laden. This unit was informally the "Alec Station." About 10 to 15 individuals were assigned to the unit initially. This grows to about 35 to 40 by September 11, 2001. <sup>46</sup> The unit was set up "largely because of evidence linking [Usama bin Laden] to the 1993 bombing of the WTC." <sup>47</sup>

*Newsweek* will comment on October 1, 2001:

"With the Cold War over, the Mafia in retreat, and the drug war unwinnable, the CIA and FBI were eager to have a new foe to fight. Historical rivals, the spies and G-men were finally learning to work together. But they didn't necessarily share secrets with the alphabet soup of other enforcement and intelligence agencies, like Customs and the Immigration and Naturalization Service, and they remained aloof from the Pentagon. And no amount of good will or money could bridge a fundamental divide between intelligence and law enforcement. Spies prefer to watch and wait; cops want to get their man."

Michael Scheuer will lead "Alec Station" until 1999; he will later become a vocal critic of the U.S. government's efforts to combat terrorism, and recalls that while Usama bin Laden is mostly thought of merely as a terrorist financier at this time, "we had run across bin Laden in a lot of different places, not personally but in terms of his influence, either through rhetoric, through audiotapes, through passports, through money; he seemed to turn up everywhere. So when we [created the unit], the first responsibility was to find out if he was a threat." <sup>48</sup> By the start of 1997, the unit will conclude Usama bin Laden is a serious threat.

Other sources have reported "Alec Station" was disbanded by the year 2005, and on September 23, 2006, the French newspaper *L'Est Républicain* quoted a report from the French Secret Service (Direction générale de la sécurité extérieure, DGSE) that Usama bin Laden had died in Pakistan on August 23, 2006, after contracting a case of typhoid fever that paralyzed his lower limbs.

According to the newspaper, Saudi Security Services first heard of Usama bin Laden's death on September 4, 2006. The alleged death was reported by the Saudi Arabian Secret Service to its government, which reported it to the French Secret Service. It is unclear at this time if the French Secret Service first heard of Usama bin Laden's alleged death which allegedly took place in December 2001, or if this was a rumour that he died in 2006.

The French Defense Minister, Michèle Alliot-Marie, expressed her regret that the report had been published while French President Jacques Chirac declared that Usama bin Laden's death had not been confirmed. American authorities also could not confirm reports of his death, with Secretary of State Dr. Rice saying only, "No comment, and no knowledge."

---

<sup>46</sup> [[http://www.fas.org/irp/congress/2002\\_hr/091802hill.html](http://www.fas.org/irp/congress/2002_hr/091802hill.html)]

<sup>47</sup> [<http://www.washingtonpost.com/ac2/wp-dyn?pagename=article&node=&contentId=A61219-2001Oct2>]

<sup>48</sup> [<http://www.vanityfair.com/politics/features/2004/11/path-to-9-11-200411>]

At a later date, *CNN*'s Nic Robertson said that he had received confirmation from an anonymous Saudi source that the Saudi Intelligence community has known for a while that Usama bin Laden has a water-borne illness, but that he had heard no reports that it was specifically typhoid or that he had died in November 2007.

In March 2009, in an essay published in *The American Spectator*, an international relations professor, Angelo Codevilla of Boston University, argued that Usama bin Laden had been dead for many years, and by April 2009, during an interview with *The Telegraph*, Pakistan's President Asif Ali Zardari raised the prospect that Usama bin Laden could be dead. He later stated intelligence officials could find "no trace of the al-Qa'ida chief." Mr Zardari's predecessor, Pervez Musharraf, similarly suggested that the "Saudi terror chief could be dead."

Additionally, Pakistan's Intelligence Agency also believed Usama bin Laden may be dead by this time. By October 2009, an article in the British tabloid *Daily Mail* points out that the theory Usama bin Laden died in 2001, which was reported by *Fox News* (see article given earlier), "is gaining credence among political commentators, respected academics and even terror experts," and notes that the mounting evidence that supports the claim makes the theory "worthy of examination."

An even more extraordinary date of Usama bin Laden's alleged death is from the FBI's Website. Their updated version (Most Wanted) was **modified in November 2001** as seen below, practically one month earlier than reports beginning to circulate in the mainstream media of Usama bin Laden's death. We have left the FBI page as is, and it can be found at the link in the footnote given.<sup>49</sup>

---

<sup>49</sup> [<http://www.fbi.gov/wanted/topten/usama-bin-laden>]


**THE FBI**  
 FEDERAL BUREAU OF INVESTIGATION

A-Z INDEX • SITE MAP  
 Search Site  SEARCH

CONTACT US | ABOUT US | MOST WANTED | NEWS | STATS & SERVICES | SCAMS & SAFETY | JOBS | FUN & GAMES

**Wanted by the FBI**

[Get FBI Updates](#)
[Home](#) • [Most Wanted](#) • [Ten Most Wanted](#) • [USAMA BIN LADEN](#)

## FBI TEN MOST WANTED FUGITIVE

Murder of U.S. Nationals Outside the United States; Conspiracy to Murder U.S. Nationals Outside the United States; Attack on a Federal Facility Resulting in Death

## USAMA BIN LADEN



**Deceased**

Date of  
Photograph  
Unknown

Multimedia: Images

### Aliases:

Usama Bin Muhammad Bin Ladin, Shaykh Usama Bin Ladin, the Prince, the Emir, Abu Abdallah, Mujahid Shaykh, Hajj, the Director

### DESCRIPTION

Date(s) of Birth Used:	1957	Hair:	Brown
Place of Birth:	Saudi Arabia	Eyes:	Brown
Height:	6' 4" to 6' 6"	Complexion:	Olive
Weight:	Approximately 160 pounds	Sex:	Male
Build:	Thin	Nationality:	Saudi Arabian
Occupation:	Unknown		

Scars and  
Marks:

None known

### Remarks:

Bin Laden is the leader of a terrorist organization known as Al-Qaeda, "The Base". He is left-handed and walks with a cane.

### CAUTION

Usama Bin Laden is wanted in connection with the August 7, 1998, bombings of the United States Em. Salaam, Tanzania, and Nairobi, Kenya. These attacks killed over 200 people. In addition, Bin Laden is a s. terrorist attacks throughout the world.

Shaykh,

### REWARD

The Rewards For Justice Program, United States Department of State, is offering a reward of up to \$25 million for information leading directly to the apprehension or conviction of Usama Bin Laden. An additional \$2 million is offered through a program developed and funded by the Airline Pilots Association and the Air Transport Association.

### CONSIDERED ARMED AND EXTREMELY DANGEROUS

If you have any information concerning this person, please contact your local FBI office or the nearest Embassy or Consulate.

Field Office: New York

June 1999

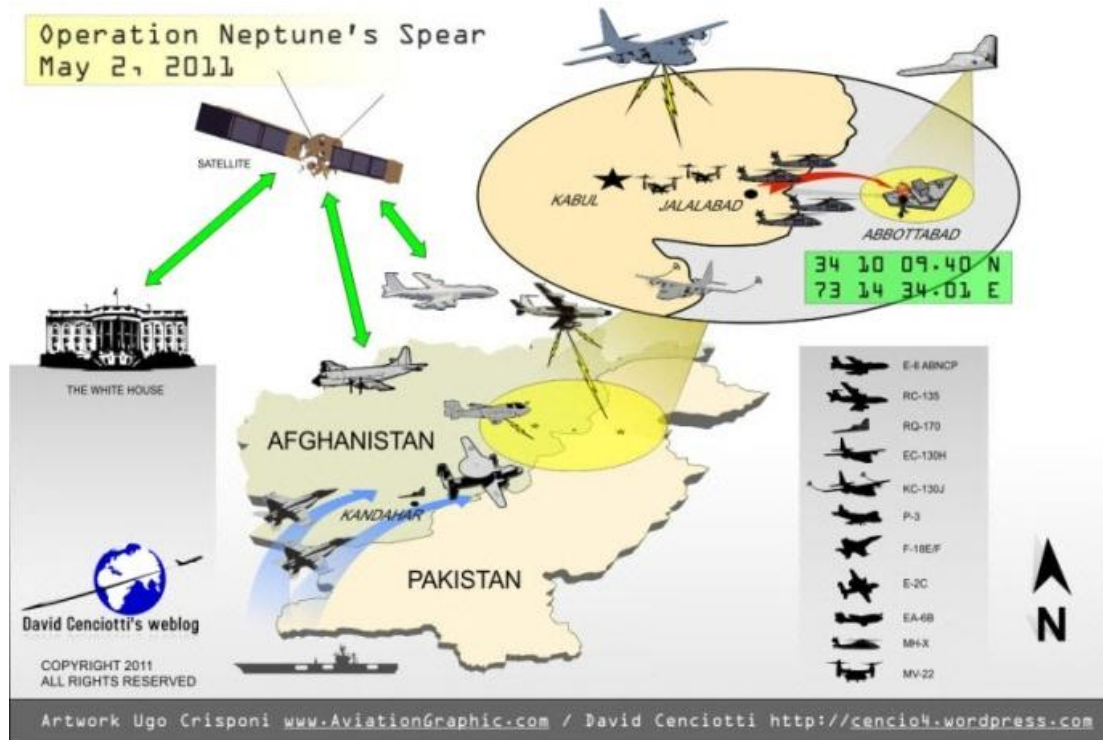
Poster Revised November 2001

Poster Classification: Ten Most Wanted Fugitives

Contact Us | About Us | Most Wanted | News | Stats & Services | Scams & Safety | Jobs | Fun & Games  
 Resources for: Law Enforcement | Intel Partners | Researchers/Students | Communities | Parents | Victims | Businesses  
 Follow Us On: Facebook | YouTube | Twitter | iTunes

Accessibility | eRulemaking | Freedom of Information Act | Legal Notices | Legal Policies and Disclaimers | Links | Privacy Policy | USA.gov | White House  
 FBI.gov is an official site of the U.S. Federal Government, U.S. Department of Justice

Regardless why the FBI allegedly modified Usama bin Laden's poster to **DECEASED** in November 2001, one may ask: So whom did the elite group assassinate on May 1, 2011? Our guess is as good as anyone's. The PSYOP guys with their elite techniques would have been a valuable asset to this operation which was baptized...



Usama bin Laden is presumed to have been killed on May 1, 2011, by U.S. forces in Pakistan. “A small team of Americans carried out the operation,” President Obama said. “After a fire fight, they killed Usama bin Laden and took custody of his body.” DNA testing confirmed that it was Usama bin Laden, sources told *ABC News*.

DNA results used to take 5 to 6 weeks regardless of what the TV show CSI would like the public to believe. It was only a few years ago, that DNA results could take from 3-5 days; now, in most cases, about the same day. It would be logical a second test of the DNA would have been suggested in this case, for conclusive purposes. Taking into account that the Department of Defense and CIA labs conducted the DNA analysis, the public will never be privileged to the actual results.

We are told from the time Usama bin Laden was shot at 3:15 p.m., his DNA result at 3:50 p.m., was a 99% positive match. This means it took **just 35 minutes to get DNA results**. Where exactly the DNA testing was conducted is unknown, except that it was done in “CIA and military labs.” Given the very short timeframe here, to get a 99% positive DNA result within 35 minutes, cannot mean that the DNA test was run outside the compound of attack; therefore these labs must have been pretty close to the point of combat, or some electronic transfer was used.

In 2010, there was an article on speedy DNA results for 35 minutes tops; however, the test was not done in any lab, but on a Cepheid GeneXpert System. If such a system was used with this particular DNA testing, then the timeframe is explained; however, the official briefing (which follows after the DNA articles), must be taken with a pinch of salt, because it reports DNA results were processed in military and CIA labs as opposed to an on-the-spot system.

### **DNA RESULTS IN 30 MIN OR LESS**

*2002 R&D 100 Winner*

*Wednesday, September 15, 2010* <sup>50</sup>

In response to the new demands in genomics, scientists at Cepheid, Sunnyvale, Calif., have produced the Cepheid GeneXpert System. GeneXpert consists of a sealed disposable plastic cartridge and a software-driven instrument that processes the cartridge automatically. Operation requires the user to simply add a raw sample to the cartridge, such as urine or blood, inserts the cartridge into the instrument, and press go.

A more involved process occurs inside the instrument before results develop. Under software control, an integrated hydraulic drive and random access valve drive the sample through a 0.45 µm hydrophilic polypropylene filter, thereby capturing and concentrating the target cells on the filter. Next, the filter is washed and the cells are lysed with glass beads and an ultrasonic horn for 10 to 20 sec. This releases a small volume of nucleic acids onto the filter. DNA from the sample is then eluted from the filter and mixed with preloaded lyophilized polymerase chain reaction (PCR) reagents. This entire sample preparation takes the GeneXpert five minutes.

### **NEWSRX.COM & NEWSRX.NET**

*June 2, 2002*

*U.S. patent covering GeneXpert cartridge granted* <sup>51</sup>

Cepheid (CPHD) announced the issuance of U.S. Patent No. 6,374,684 covering the fundamental fluidic control technology that enables cartridge-based automated preparation of biological samples in the company's GeneXpert DNA detection system. "This patent is essential to Cepheid's vision to move DNA testing out of the lab and into everyday routine use," said Kurt Petersen, PhD, president and chief operating officer. "The novel cartridge provides the flexibility to perform a broad range of sample preparation functions on a variety of biological samples, such as blood, urine, emulsified tissue or food, and environmental samples."

\*Fair Use: For more information see footnote. <sup>52</sup>

Senior Intelligence Officials  
Pentagon: Intelligence Aspects of the U.S. Operation  
Involving Bin Laden  
May 7, 2011.

---

<sup>50</sup> [<http://www.rdmag.com/Awards/RD-100-Awards/2002/09/DNA-Results-In-30-Min-Or-Less/>]

<sup>51</sup> [<http://www.highbeam.com/doc/1G1-86229065.html>]

<sup>52</sup> [<http://www.law.cornell.edu/uscode/17/107.shtml>]



I'll start by briefly reviewing how we confirmed bin Laden's identity:

First, one of the women of the compound identified him to the assault team as Usama bin Laden.

Second, using facial recognition methods, CIA specialists compared photos of the body to known photos of bin Laden and were able to determine with 95% certainty that the body was his. This process relies on points of similarity of unique facial features, including the shape and size of an individual's eyes, ears, and nose.

Third, DNA [deoxyribonucleic acid] analysis conducted separately by department of defense and CIA labs has positively identified Usama bin Laden. DNA samples collected from his body were compared to a comprehensive DNA profile derived from bin Laden's large extended family. Based on that analysis, the DNA is unquestionably his. The possibility of a mistaken identity on the basis of this analysis is approximately one in 11.8 quadrillion. I'll let you count the zeroes.

Fourth, from our initial review of the materials, we assessed that much of this information, including personal correspondence between Usama bin Laden and others, as well as some of the video footage you will see today, would only have been in his possession.

Finally, al-Qa'ida released its own statement yesterday [May 6, 2011,] acknowledging the death of bin Laden. We expected that al-Qa'ida would issue a statement after his death, but it is noteworthy that the group did not announce a new leader, suggesting it is still trying to deal with bin Laden's demise. It's also noteworthy that they acknowledged his death came in Pakistan. In the past, they have tried to obscure the reality of their presence in that country. The intelligence community is in the initial stages of exploiting materials that the assault team recovered from the compound. Identifying any imminent threats and plotting is, of course, our top priority.

A multiagency task force led by the CIA has been established to triage, catalogue, and analyze this intelligence. The task force is working around the clock and will draw on the expertise of, and you need to be ready for some acronyms here; the CIA, DHS [Department of Homeland Security], DIA [Defense Intelligence Agency], the Office of the Director of National Intelligence, FBI [Federal Bureau of Investigation], the National Media Exploitation Center, NCTC [National Counterterrorism Center], NGA [National Geospatial-Intelligence Agency], NSA [National Security Agency], and Treasury.

This collection represents the most significant amount of intelligence ever collected from a senior terrorist. It includes digital, audio and video files of varying sizes, printed materials, computer equipment, recording devices and handwritten documents. The following is a key point: The materials reviewed over the past several days clearly show that bin Laden remained an active leader in al-Qa'ida, providing strategic, operational and tactical instructions to the group. Though separated from many al-Qa'ida members who are located in more remote areas of the region, he was far from a figurehead. He was an active player making the recent operation even more essential for our nation's security.

The materials reviewed thus far reveal that bin Laden continued to direct even tactical details of the group's management and to encourage plotting. The materials show that bin Laden remained focused on inspiring and engineering international terrorism and specifically on attacking the United States. In fact, one previously unreleased video, which we will show momentarily, is a self-styled message to the United States. Today and in the future, we won't necessarily be able to provide regular updates on what this operation yielded. As you can understand, much of what we find will remain classified. The war against al-Qa'ida and its affiliates continues.

#### END OF OFFICIAL STATEMENT



Returning to the operation at hand, we are then told that the body of Usama bin Laden was not brought back to the U.S. for further investigation, in fear of an upraise; instead, the corpse was thrown into the North Arabian Sea from the battle carrier, USS Carl-Vinson.

- 3:15 p.m. Usama bin Laden killed
- 3:50 p.m. DNA test confirmed (99% match)
- 10:30 p.m. President of the U.S. announces Usama bin Laden's death on the mainstream media
- 03:30 a.m. Usama Bin Laden's corpse is thrown into the North Arabian Sea from USS Carl-Vinson

#### **PRESSTV**

*Iran's Intelligence Minister Heidar Moslehi*  
*Sun May 8, 2011*

Iran's intelligence minister says the country has reliable information that former head of the al-Qa'ida terrorist group, Usama bin Laden, died of disease some time ago. "We have accurate information that bin Laden died of illness some time ago," Heidar Moslehi told reporters on the sidelines of a Cabinet meeting on Sunday. He questioned Washington's claim that bin Laden was killed by American troops in a hiding compound in Pakistan on May 1, 2011.

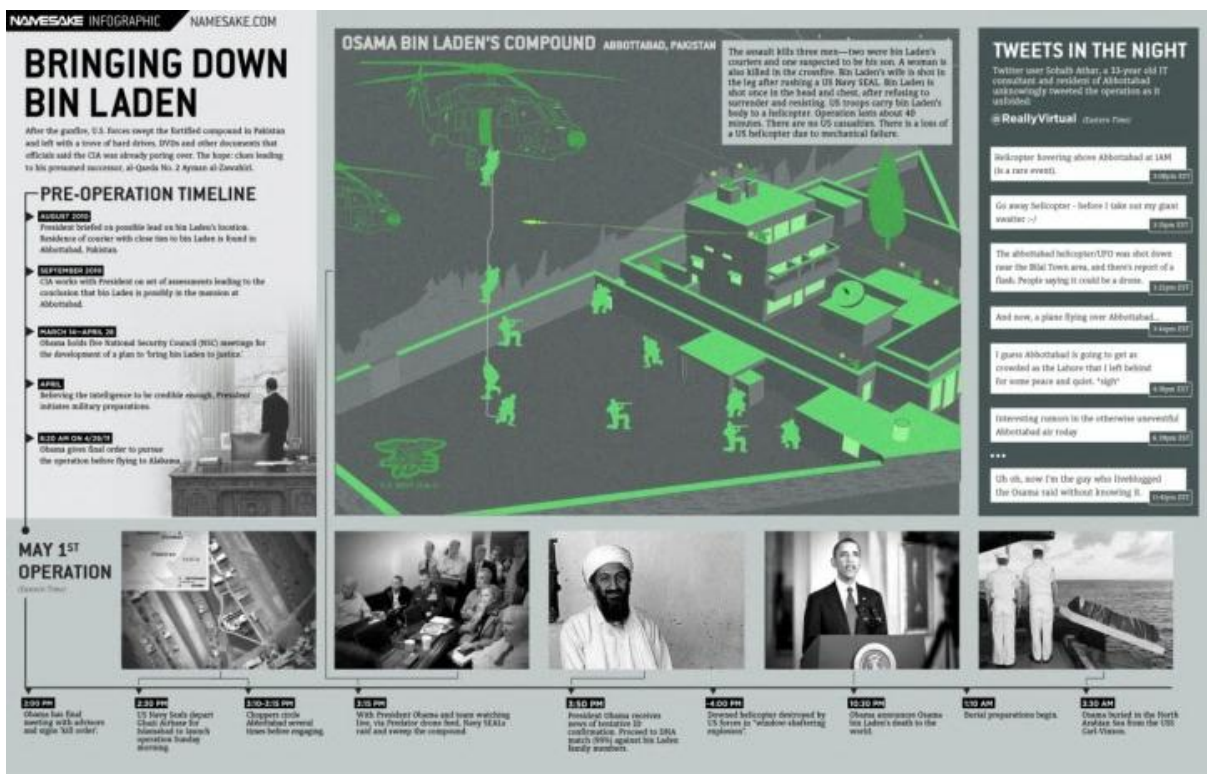
"If the U.S. military and intelligence apparatus have really arrested or killed bin Laden, why don't they show him (his dead body) why have they thrown his corpse into the sea?" Moslehi asked. "When we apprehended [former Jundallah ringleader Abdul Malik] Rigi, we showed him and also aired his interview," ISNA quoted the intelligence chief as saying. By releasing such false news, Moslehi said, the White House seeks to overshadow regional awakening. Moslehi

said U.S. officials resort to such PR campaigns to divert attention from their domestic problems as well as their “fragile” economic situation.

U.S. President Barack Obama claimed that bin Laden was killed by U.S. forces on May 1, 2011, in a hiding compound in Pakistan. A U.S. official later announced that bin Laden’s body was abruptly buried at sea, falsely boasting that his hasty burial was in accordance with the Islamic law, requiring burial within 24 hours of death. However, burial at sea is not an Islamic practice and Islam does not have a timeframe for burial. U.S. officials also claimed their decision for a sea burial was made because no country would accept bin Laden’s remains, without elaborating on which countries were actually contacted on the matter. Analysts however, have raised serious questions as to why U.S. officials did not allow for the application of a DNA test to officially confirm the identity of the corpse before its hasty burial.

[\*Fair Use: For more information see footnote. 53]

As noted in the above report, U.S. officials had contacted foreign countries requesting who would accept Usama bin Laden’s remains. This is extraordinary speed shown, due to the constricted timeframe from the assassination to the burial at sea.



There is a worthy comment to be added which comes from Paul C. Roberts, Assistant Secretary of the Treasury under Ronald Reagan, co-founder of Reaganomics, and former editor for the *Wall Street Journal*.

53 [<http://www.law.cornell.edu/uscode/17/107.shtml>]

“Everyone knows we killed bin Laden. How could it be otherwise? We, the indispensable people, the virtuous nation, the world’s only superpower, the white hats, were destined to prevail. No other outcome was possible. No one will remember that *Fox News* reported in December 2001, [given earlier] that Usama bin Laden had passed away from his illnesses. If bin Laden beat all odds and managed to live another decade to await, unarmed and undefended, the arrival of the Navy SEALs last week, how it is possible that the ‘terror mastermind,’ who defeated not merely the CIA and FBI, but all 16 U.S. intelligence agencies along with those of America’s European allies and Israel, the National Security Council, the Pentagon, NORAD, Air Traffic Control, airport security four times on the same morning, etc. etc., never enjoyed another success, not even a little, very minor one? What was the ‘terror mastermind’ doing for a decade after 9/11?”

From 2001 till 2006, Usama bin Laden has been reported dead. These reports (given earlier) have not been generated from one source or country, but from many sources and different countries; this was done for this research to avoid any hint of favouritism.

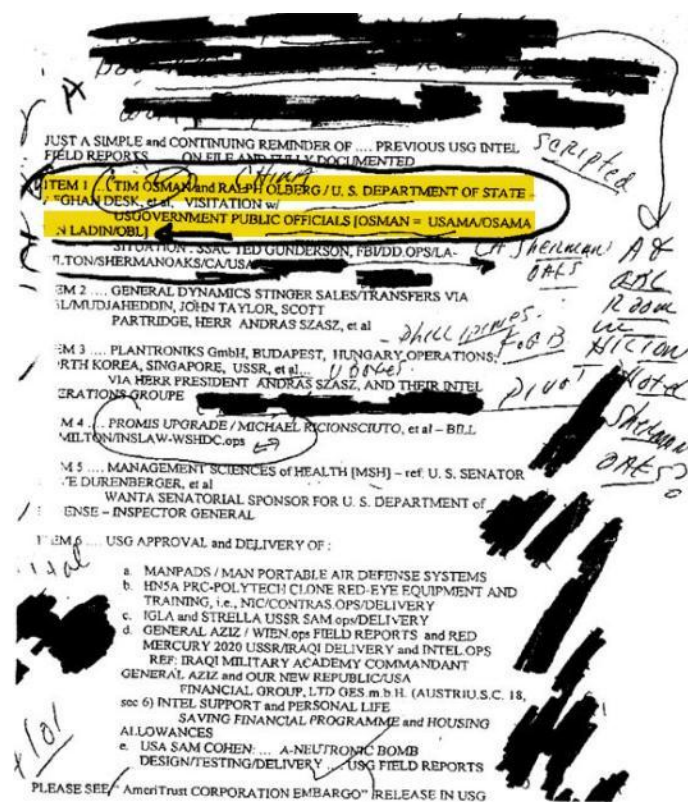
The alleged assassin of the al-Qa’ida boss, mentioned by Benazir Bhutto, as *The London Times* of April 21, 2002, has put it, “is no ordinary terrorist but a man who has connections that reach high into Pakistan’s military and intelligence elite and into the innermost circles of Usama bin Laden and the al-Qa’ida organization.” Pakistani Intelligence (ISI) plays a much more significant role in the Pakistani government than do its counterparts in other countries. *Time Magazine*, in May 6, 2002, had noted: “Even by the shadowy standards of spy agencies, the ISI is notorious. It is commonly branded ‘a state within the state,’ or Pakistan’s ‘invisible government.’”

ISI grew into its present form during the war between the Soviet Union and mujaheddin guerrillas in Afghanistan in the 1980’s. The CIA thought the Afghan war could be Russia’s own costly Vietnam War, and they funnelled billions to the mujaheddin resistance to keep them a thorn in Russia’s side. The strategy worked: Soviet soldiers withdrew from Afghanistan in 1989, and the Soviet Union collapsed two years later, partly due to the costs of the war, as reported in the *Pittsburgh Post-Gazette* on September 23, 2001. In 1999, the United Nations Drug Control Program estimated that the ISI was making around \$2.5 billion annually from the sale of illegal drugs, according to *Times of India* in November 29, 1999. The drug trade helped unite the ISI and bin Laden, who was said to have taken a 15% cut of the Afghan drug trade money in exchange for protecting smugglers and laundering their profits as reported by *Star Tribune* in September 30, 2001.

CNN reported in October 5, 1996, that “The Taliban is widely alleged to be the creation of Pakistan’s military intelligence the ISI. Experts say that explains the Taliban’s swift military successes.” In early 2001, a leading U.S. expert on South Asia claimed that the Taliban were still “on the payroll of the ISI,” which was coming from a report in the *Times of India* in March 7, 2001. The ISI didn’t create the Taliban simply for strategic reasons, the report continues; they shared the Taliban’s extreme radical vision. As *The Wall Street Journal* remarked in November 2001, “Despite their clean chins and pressed uniforms, the ISI men are as deeply fundamentalist as any bearded fanatic; the ISI created the Taliban as their own instrument and still supports it.”



Born in Britain with the name Ahmed Omar Saeed Sheikh, he is the son of a wealthy Pakistani clothing manufacturer. He grew up in London, a brilliant student attending the best private schools. He studied mathematics and statistics at the London School of Economics. While still at school, he started a successful shares and equities business and also was a chess champion, world class arm wrestler, and martial arts expert, which was a rare combination of physical and mental prowess. His life took a turn when he volunteered for charity work in Bosnia in late 1992. The Bosnian war was raging, and he saw atrocities committed by Serbians on Bosnian Muslims. He returned to Britain a committed Muslim radical. Because of his impressive abilities in economics and mathematics, as well as fluency in English and complete understanding of Western society; he was a very valuable asset to any terrorist group, which was also pointed out in the *ABC News* around February 2002.



Omar Saeed Sheikh was arrested in India in 1994 while on a kidnapping mission designed to trade Western tourists for Kashmiri separatists, as *ABC News* reports in February 2002. The ISI paid his legal fees, but he was nonetheless sentenced to a long prison term in an Indian jail. While in prison, his natural abilities soon allowed him to become the leader of the jail's large Muslim population. By his own admission, he "lived practically like a Mafia don," as reported in *The London Times* on August 21, 2002.

It has been claimed that in 1999, British Intelligence secretly offered Sheikh an amnesty and the ability to "live in London a free man" if he would reveal his links to al-Qa'ida. This was in 1999. He apparently refused, but even more curiously, the *Pittsburgh Tribune-Review*

suggested in March 2002, "There are many in Musharraf's government who believe that Omar Saeed Sheikh's power comes not from the ISI, but from his connections with our own CIA. The theory is that Omar Saeed Sheikh was bought and paid for." It was also reported by *The Telegraph* in September 30, 2001, that Omar Saeed Sheikh helped train the 9/11 alleged hijackers. At the same time, much of Sheikh's time was spent working with the ISI. He worked with Ijaz Shah, a former ISI official in charge of handling two terrorist groups, Lieutenant-General Mohammad Aziz Khan, also a former deputy chief of the ISI in charge of relations with Jaish-e-Mohammad, and Brigadier Abdullah, a former ISI officer. Sheikh was well known to other senior ISI officers according to reports from *The National Post* in February 26, 2002, from *The Guardian* in July 16, 2002, and *India Today* in February 25, 2002. How much of his work with al-Qa'ida was done, on the orders of the ISI, is not information in the public domain.

## BBC News

### Taleban 'warned US of huge attack'

September 7, 2002

BBC NEWS WORLD EDITION

You are in: South Asia  
Saturday, 7 September, 2002, 09:48 GMT 10:48 UK

# Taleban 'warned US of huge attack'



Muttawakil (I): Deeply worried by al-Qaeda plans

**By Kate Clark**  
Former BBC correspondent in Kabul

An aide to the former Taleban foreign minister, Wakil Ahmad Muttawakil, has revealed that he was sent to warn American diplomats and the United Nations that Osama bin Laden was due to launch a huge attack on American soil.

Neither organisation heeded the warning, which was given just weeks before the 11 September attacks.

The aide said he had urged the Americans to launch a military campaign against al-Qaeda but was told that this was politically impossible.

Mr Muttawakil, who was known to be deeply unhappy with the Arab and other foreign militants in Afghanistan, learned of Osama bin Laden's plan in July.



Bin Laden: The Taleban's chief "guest"

The attack was imminent, he discovered, and it would be huge. Bin Laden hoped to kill thousands of US citizens.

### Destructive guests

The information had come not from other

**SERVICES**  
Daily E-mail  
News Ticker  
Mobile/PDAs  
Text Only  
Feedback  
Help

**LANGUAGES**  
اردو  
हिन्दी  
پشتو  
فارسی  
عربی  
بنگالی  
چینی

**EDITIONS**  
Change to UK

members of the Taleban but from the leader of the Islamic movement of Uzbekistan, Tohir Yuldash, who had found refuge in Afghanistan and had good links with al-Qaeda.

The minister was deeply worried that the US military would react with deadly vengeance against Afghanistan.

As he put it, al-Qaeda, the Taleban's guests, were going to destroy the guest house.

One of his former aides told me how he had been sent to issue warnings.

**"The guests [al-Qaeda] were going to destroy the guesthouse [Afghanistan]"**

**Taleban official**

He went first to the American consulate in Peshawar in Pakistan, then to the United Nations. But neither warning was heeded.

One US official explained why:

"We were hearing a lot of that kind of stuff," he said.

"When people keep saying the sky's going to fall in, and it doesn't, a kind of 'warning fatigue' sets in."

Another diplomatic source said he had thought the meeting was an attempt to rattle the US to please funders in the Gulf, a bid to raise money from al-Qaeda's donors.

### Only Taleban alert

And the fact that the aide had been told not to mention Mr Muttawakil's name also led to a downgrading of the information.

At the time, late July last year, 19 members of al-Qaeda were already in place in America, waiting to launch their deadly attacks.

It is already known that American domestic intelligence failed to heed information, but this is the only known alert that came from inside the Taleban movement.

The former foreign minister himself is now unavailable for comment - he handed himself in to the Afghan authorities in February.

He remains in US custody in Kandahar, one of

[\*Fair Use: For more information see footnote. 54]

<sup>54</sup> [http://www.law.cornell.edu/uscode/17/107.shtml]

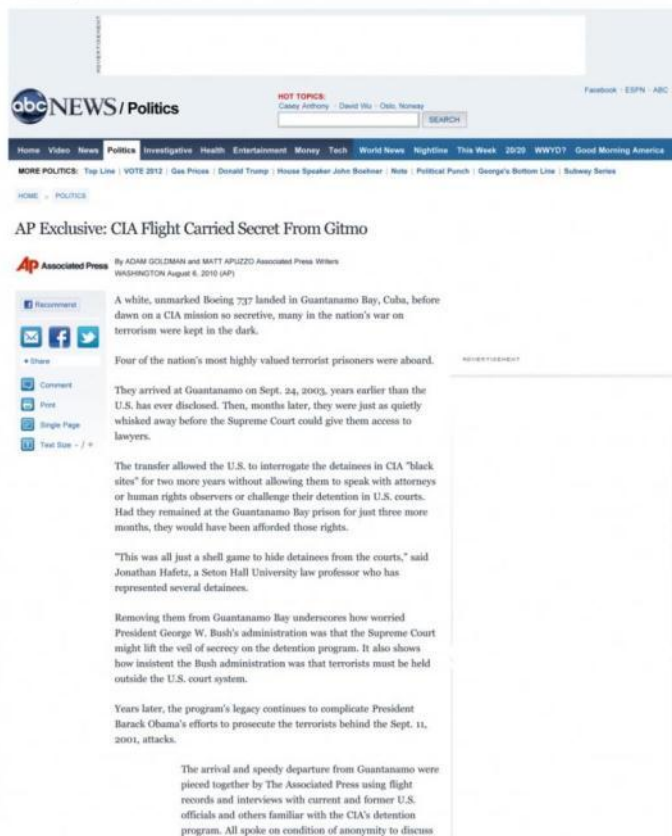


Returning to Atta, on June 5, 2001, the FAA replaces the lost or destroyed certificates which “Atta #2” filed for, and on June 27. He then travels from Fort Lauderdale to Boston presumably to see “Ahmed al-Hawsawi” who he called on June 16 (pre-paid) thirteen times. According to officials, al-Hawsawi is a member of the militant Islamic organization al-Qa’ida and allegedly an organizer and financier of the September 11 attacks. Al-Hawsawi was captured on March 1, 2003, in Pakistan and was transferred from the Salt Pit to Guantanamo on September 23, 2003. The CIA moved him back to one of their black sites on March 27, 2004, as they feared he could gain access to a lawyer in Guantanamo, according to a report from *ABC News*.<sup>55</sup> Al-Hawsawi was transferred from custody in an American black site to Guantanamo, on September 6, 2006. He is currently represented by Mr. Jon Jackson.

## ABC News

### *CIA Flight Carried Secret From Gitmo* August 6, 2010

AP Exclusive: CIA Flight Carried Secret From Gitmo - ABC News



The screenshot shows the ABC News website interface. At the top, there's a navigation bar with 'Home', 'Video', 'News', 'Politics', 'Investigative', 'Health', 'Entertainment', 'Money', 'Tech', 'World News', 'Nightline', 'This Week', '20/20', 'WWIVT', and 'Good Morning America'. Below this is a 'MORE POLITICS' section with links to 'Top Line', 'VOTE 2012', 'Gas Prices', 'Donald Trump', 'House Speaker John Boehner', 'Rums', 'Political Punch', 'Georgia's Bottom Line', and 'Subway Series'. The main headline is 'AP Exclusive: CIA Flight Carried Secret From Gitmo' by ADAM GOLDMAN and MATT APRUZZO, dated August 6, 2010. The article text is partially visible, starting with 'A white, unmarked Boeing 737 landed in Guantanamo Bay, Cuba, before dawn on a CIA mission so secretive, many in the nation's war on terrorism were kept in the dark.' and 'Four of the nation's most highly valued terrorist prisoners were aboard.' The article continues to discuss the flight's purpose, the detainees involved, and the CIA's secrecy.

AP Exclusive: CIA Flight Carried Secret From Gitmo - ABC News



This Boeing 737, seen in Glasgow, Scotland on... View Full Caption

**Sponsored Links**  
The New Skinny Fruit  
How This Strange African  
Fruit Is Making America  
Skinny.  
HealthDiscoveriesToday.com

the program.

Top officials at the White House, Justice Department, Pentagon and CIA consulted on the prisoner transfer, officials said.

"The so-called black sites and enhanced interrogation methods, which were administered on the basis of guidance from the Department of Justice, are a thing of the past," CIA spokesman George Little said.

The American Civil Liberties Union renewed its call for a broad criminal investigation into the detention program Friday.

"Secret detention constitutes a grave breach of the Geneva Conventions, and the officials who authorized the CIA's secret prisons and torture program should be held accountable," Jameel Jaffer, the ACLU's deputy legal director said.

At least four admitted al-Qaida operatives, some of the CIA's biggest captures to date, were on the plane to Guantanamo: Abu Zubaydah, Abd al-Nashiri, Ramzi Binalshibh and Mustafa al-Hawsawi.

Binalshibh and al-Hawsawi helped plan the 9/11 attacks. Al-Nashiri was the mastermind of the 2000 bombing of the USS Cole. Zubaydah was an al-Qaida travel facilitator. They had spent months overseas enduring some of the harshest interrogation tactics in U.S. history.

By late summer 2003, the CIA believed the men had revealed their best secrets. The agency needed somewhere to hold them, but no longer needed to conduct prolonged interrogations.

The U.S. naval facility at Guantanamo Bay seemed a good fit. Bush had selected the first six people to face military tribunals there, and a federal appeals court unanimously ruled that detainees could not use U.S. courts to challenge their imprisonment.

And the CIA had just constructed a new facility, which would become known as Strawberry Fields, separate from the main prison at Guantanamo Bay.

[\*Fair Use: For more information see footnote. <sup>56</sup>]

<sup>55</sup> [http://abcnews.go.com/Politics/wirestory?id=11339130&page=1]

<sup>56</sup> [http://www.law.cornell.edu/uscode/17/107.shtml]












In June 2008, al-Hawsawi and four other “high-value detainees” (Khalid Sheikh Mohammed, Ramzi bin al-Shibh, Ammar al-Baluchi and Walid bin Attash) were charged in a military commission trial. The charges included 2,973 individual counts of murder, one for each person killed in the September 11 attacks, as well as conspiracy, murder in violation of the law of war, attacking civilians, attacking civilian objects, intentionally causing serious bodily injury, destruction of property in violation of the law of war, terrorism and providing material support for terrorism. The judge ordered al-Hawsawi and bin al-Shibh to undergo mental competency hearings. On December 8, 2008, Khalid Sheikh Mohammed told the judge that he and the other “four indictees” wished to confess and plead guilty; however, the plea would be delayed until after the competency hearings for al-Hawsawi and bin al-Shibh so that all five men could make their plea together. In May 2009 the newspaper *Al Arabiya* reported that Montasser al-Zayyat had been invited to defend al-Hawsawi. Al Zayat described suspecting, at first, that he was the target of a hoax.<sup>57</sup>

Though some are “charged” and many detained at American black sites to this day, one person, who was never officially charged by the FBI for the attacks of September 11, 2001, has had his case dismissed in the summer of 2011 due to his “death.” Which charges were dismissed is partially made clear to have been for the 1993 and 1998 attacks as the following report states, but never for the September 11 attacks.

The screenshot shows the homepage of The Jerusalem Post website. The main headline is "US judge dismisses charges against bin Laden" by Reuters, dated 06/18/2011 12:32. The article text states: "Following death of al-Qaida leader, United States judge declare 13-year court case against bin Laden, mastermind of 9/11 attacks, closed." There is a video player on the right showing a man in a white turban and green military uniform, identified as "Al-Jazeera Exclusive". The website navigation bar includes sections like Opinion, Jewish World, Lifestyle, Features, Blogs, Premium Zone, My JPost, JPost Apps, and Jpost Relations. The left sidebar contains links to JPost FREE Weekend, JPost Aliyah, Jpost Dating, JPost Cruises, JPost Residential Treatment Center, Jpost Salutes MDA, and JPost Cell Rentals.

<sup>57</sup> [http://en.wikipedia.org/wiki/Mustafa\_al-Hawsawi#cite\_ref-1]

 <b>JPPost</b> Learn Hebrew	Latin, a typical legal move once a <u>defendant</u> is deceased.
 <b>JPPost</b> Learn English	<b>RELATED:</b> <a href="#">Al-Qaida warns US of Muslim rebellion</a> <a href="#">Security &amp; Defense: So targeted killings do work, after all</a>
 <b>JPPost</b> Newsletter	The <u>court order</u> came six weeks after <u>US commandos killed bin Laden</u> at his hideout in a compound in the military garrison town of Abbottabad, just north of Islamabad, Pakistan. US prosecutors in New York began prosecuting him in June 1998.
 <b>JPPost</b> iPhone App	In a dozen indictments, prosecutors accused bin Laden of repeated actions against the United States that included prompting Somali tribesmen to attack US military personnel in Mogadishu in 1993 and the 1998 <u>car</u> bomb attacks on U.S. embassies in Kenya and Tanzania that killed 224 people.
 <b>JPPost</b> Alert	
 <b>JPPost</b> kotel Cam	Bin Laden was never formally charged with the Sept 11, 2001 attacks that killed almost 3,000 people and put the United States on a decade-long war footing with militants.
 <b>JPPost</b> Toolbar	
 <b>JPPost</b> Facebook	The judge's order was issued following a formal request by the US Justice Department to dismiss charges against bin Laden.
	The request included an affidavit by a senior justice department official describing the May 1 military raid on bin Laden's hideout. The affidavit, dated June 16, said that bin Laden's death was confirmed by DNA testing. It also said one of bin Laden's wives identified the corpse as her husband's.

[\*Fair Use: For more information see footnote. <sup>58</sup>]

That Usama bin Laden was never officially charged by the FBI for 9/11 is not peculiar. Cruel but true. In December 2001, the Special Activities Division and the Special Operations Group (SAD/SOG) in cooperation with the Army's Delta Force tracked him down in the rugged mountains near the Khyber Pass in Afghanistan as given earlier. If Omar Saeed Sheikh was requested to assist in Usama bin Laden's whereabouts and to act with Special Forces to bring about the death of the al-Qa'ida leader, as Benazir Bhutto claimed, we will never know for sure. One fact remains from all this:

Whatever kind of death visited Usama bin Laden, he was never charged with the murder of almost 3,000 innocent souls on September 11, 2001.

On June 28, 2001, "Atta #2" travels by air from Boston to San Francisco then on to Las Vegas. He rents a car from Alamo Rent-a-Car, and whilst in Las Vegas calls Egypt; unknown who he talks to, and neither do we know where "Atta #2" spends the night of June 28. But he is spotted the following day when he checks in at Econolodge only to checks out on July 1, and returns his car to Alamo Rent-a-Car with 110 miles expenditure.

Atta then travels out to Denver Colorado on to Boston where he checks into the Holiday Inn Express. He was supposed to fly with Delta Airlines (Flight DA6191) from Boston to New York but did not make this flight; reasons unknown.

<sup>58</sup> [http://www.law.cornell.edu/uscode/17/107.shtml]

On July 2, 2001, “Atta #2” checks out of the Holiday Inn Express and takes Delta Airlines (Flight DA6181) from Boston to New York. In New York, on July 3 he “attempts” to obtain a USA ID Identification through Apollo International Travel, but he does not get one and is non-show on Delta Airlines (Flight DA2631) from Newark, New Jersey to Miami, Florida.

2232	7/3/2001	ID	Mohamed Atta ATTEMPTS TO OBTAIN USA ID IDENTIFICATION THROUGH AT APOLLO INTERNATIONAL TRAVEL.				MM INVESTIGATION
------	----------	----	--	--	--	--	---------------------

*FBI Timeline on Atta*

On July 4, “Atta #2” calls the sister of “Atta #1.” The next day, “Atta #2” is stopped by the Delray Beach Police Department for speeding. From this point onwards there is yet another switch.

According to the Texas Service Center Enforcement Operations Division Timeline, Atta on July 7, 2001, departs “Miami on Aerolineas Argentina Flight #117. Spanish police say that according to airline records, Atta flies into Madrid, where he rents a car and then checks into a seaside hotel about 375 mile away, near Barcelona. He visits Spain extensively, logging more than 1,200 miles in a rented car, and intelligence officials believe there were meetings with suspected members of Usama bin Laden’s network (who were recently arrested in Spain on charges unrelated to September 11). Hotel records confirm that Atta spends his last night at the Monstsant Hostal in Salou, where he pays with visa and registers under his own name. There were also reports that Atta went to a prison southern Spain, where he asked to visit an Algerian being held on murder charges. *The Guardian* reports that this trip included a brief visit to Switzerland.”

However, in the FBI Timeline, it is only on July 8, 2001, where someone called Atta is detected as being in Spain using the Internet at Barajas Airport. The only possible way this tracking could occur is either through airport CCTV (showing video frames of Atta) or tracking an IP address from a laptop belonging to Atta. We have no information if Atta ever owned a laptop, but this does not mean he did not acquire one whilst in Spain and was now using it. If so, then the Secret Service were tracking “Atta #1” in Spain all along, as opposed to tracking “Atta #2” in the U.S. where an alleged false trail was left for the FBI to pick up. Whatever the case may be, a further complication arises: The FBI does not mention any purchase of airline tickets for “Atta #2” from the U.S. to Spain for July 7 nor for July 8, 2001; the logical explanation is that “Atta #1” resurfaces in Spain while “Atta #2” now goes underground in the U.S.

“Atta #1” is reported to have checked into Diana Cazadora Hotel (room #111) at Barajas Airport (July 8). The FBI detects the person occupying the adjacent room (#109) as being from Ireland under the name of “Amjad Iqbal Afzal.”

“Atta #1” makes a call from the Diana Cazadora Hotel to Germany (unknown to whom) and the next day (July 9), he rents a car from Sixt Espana Company at 14:00 p.m. returning it on July 19 with an expenditure of 1,908 miles.

On July 16, 2001, “Atta #1” is located at the Casablanca Hotel (room #512) in Tarragona, Spain. The next day (July 17) he pays for a rental to Auto Rent Iberia. During July 8 to July 19, “Atta #1” is in Spain until he leaves Spain via the following route: Madrid - Georgia - Florida.

In order “Atta #1” leave Spain for the U.S. he needs a passport and a U.S. Visa. He has a passport; in fact he has three old passports: The one he reported “stolen” in late 1999, and the other passport which he used to travel during February 2000 and another given for use by “Atta #2.” None of these passport numbers are given in the FBI Timeline; instead all the personal information to Atta, during this time, is redacted. It is unclear why this information is redacted; possibly it will show that the same “new” passport which Atta #1 applied for on May 8, 2000, (already in use by “Atta #2”) with number 1617066,<sup>59</sup> and a B1/B2 U.S. Visa applied for on May 18 (already in use by “Atta #2”) are one and the same. Until this information is released in February 1, 2032, as the FBI state, then we can only speculate on what passport and/or U.S. Visa “Atta #1” travels with to enter the States. One thing is certain, “Atta #1” re-enters the U.S. and the Secret Service knew this; a fact which will show up on its own as we continue.

We left “Atta #1” in Florida when he came back from Spain (July 19), and we left “Atta #2” between New York (“attempts” to obtain a USA ID Identification) but is non-show on Delta Airlines (Flight DA2631) from New Jersey to Miami. This is where “Atta #2” goes underground in New York, whilst “Atta #1” now in Florida is stopped by the Delray Beach, Florida Police Department for speeding.

July 23, 2001, “Atta #1” makes flight reservations at Tippet Travel in Boynton Beach, Florida for July 26 to fly with Continental Airlines.

Date	Airlines	Route
July 26, 2001	Continental Airlines	Florida - New Jersey
July 30, 2001	Continental Airlines	New Jersey - Florida

July 25, 2001, “Atta #1” is seen at Miami International Airport paying for parking space. From Boynton Beach to Miami International Airport it would be about 57 miles by car. We do not have information how he got from the airport back to Boynton Beach nor why he left the car there, but this is the airport which “Atta #2” would have arrived at if he had travelled with Delta Airlines from New Jersey to Miami. The following day (July 26), “Atta #1” goes to Fort Lauderdale Airport to travel to New Jersey. We now have two Attas in New Jersey.

Once in New Jersey, “Atta #1” checks into the King’s Inn Hotel (room #230). Four days of activity in New Jersey is not given by the FBI. On July 30 “Atta #1” checks out of the King’s Inn Hotel and flies out with Continental Airlines to arrive in Fort Lauderdale (Florida).

August 3, 2001, a rental from Alamo Rent-a-Car was queried by Broward County Sheriff Department at 02:57 a.m., two days later (August 5) the rental is paid for with expenditure miles 3,836. How this particular rental was driven from Miami International Airport parking lot

---

<sup>59</sup> Atta has no beard in his passport photo.



where it was left by “Atta #1” (July 25) is unknown. Furthermore, the date of this car’s return is redacted by the FBI.

August 6, 2001, “Atta #1” makes a flight reservation at Chang Travel at Pompano Beach in Florida to fly on August 7 from Florida to New Jersey and return August 9. The flight was cancelled due to “family medical emergency.” The same day (August 6) “Atta #1” rents a car from Warrick’s Car Rental to be returned on August 13. Brad Warrick (owner) remembers someone called Atta renting two cars for three different contracts, a total of five weeks. Two days prior September 11 this same person returns the cars to Warrick’s Car Rental.

The re-surfacing of “Atta #2” in New Jersey is tracked by the FBI on August 7, 2001: He checks into Wayne Inn (room #223). We have no record of another arranged flight after “Atta #1” cancelled his August 6 schedule to fly to New Jersey via Chang Travel at Pompano Beach, due to “family medical emergency;” therefore, this Atta seen checking into Wayne Inn (New Jersey) is “Atta #2,” whilst “Atta #1” remains in Florida. There is another person called Atta who will be added, and this occurs in New Jersey when the FBI tracks someone called Atta checking into Wayne Inn (room #223) on August 8, one day after “Atta #2” checks in. We therefore now also have one more Atta, which we will call “Atta #3” in order to keep track of him.

#### Check in at Wayne Inn (room #223) in New Jersey

August 7, 2001: “Atta #2”

August 8, 2001: “Atta #3”

On August 8, 2001, one of the Attas sends an email to Doha City Centre <sup>60</sup> that contained a virus called W32/SirCam. According to the Software Engineering Institute (CERT), on July 25, 2001, they reported that “W32/Sircam is a malicious code that spreads through email and potentially through unprotected network shares. Once the malicious code has been executed on a system, it may reveal or delete sensitive information.” <sup>61</sup>

What “sensitive information” from Doha City Centre one of the Attas wanted to “reveal or delete” is unknown. Since this virus was sent on August 8 and not prior, it is fair to assume “Atta #3” brought the virus with him. However, it was “Atta #1” that used to work at Hay Computing Services since August 1, 1998, in Cairo. If “Atta #1” left Florida as scheduled (August 6) under an assumed name and/or identity to create this virus and take it with him to New Jersey, we do not know. It could very well have a connection to the Computer Network Attack (CAN) <sup>62</sup> drill on 9/11 conducted with the other War Games.

Doha City Centre, according to their Website, reveal themselves as a “much anticipated Doha City Centre opened on April 15, 2001, land marking the Qatar retail sector by becoming the leading retail and leisure destinations located in the heart of Doha City; the capital of the state of Qatar. The property is owned by Aamal Company QSC and managed by ECE Projeckt

---

<sup>60</sup> [awa@citycenterdoha.com]

<sup>61</sup> [http://www.cert.org/advisories/CA-2001-22.html]

<sup>62</sup> In a 1998 defense department newsletter is a report how for several years, the U.S. Strategic Command (STRATCOM) had been incorporating a Computer Network Attack (CNA) into Global Guardian.



Management since 2004; ECE is the European market leader in the field of inner city Shopping Center.”<sup>63</sup> The Management Team of the Doha City Centre is run by:

- Director, Amer Sandawi
- Operation Manager, Daniel Schweigel
- Accounts Manager, Zarrar bin Khalid
- Leasing Manager, Christian Wulff
- Safety & Security Manager, Shahid Hafeez
- Sales & Marketing Coordinator, Annahitta Motevali.

**Notice** the surname of the Accounts Manager being “Zarrar bin Khalid.” Among the 9/11 alleged hijackers, one surname is identical with the accounting manager’s, and that is Khalid al-Mihdhar<sup>64</sup> whose alias was “bin Khalid,” from Flight AA77 tied to the Pentagon attack.

It is noteworthy to state that the Accounts Manager from Doha City Centre was never falsely accused by the FBI of having the identical surname of one of the alleged hijackers, and to whom Atta sends an email packed with a crucial virus; others with identical surnames were falsely accused of being amongst the 19 who later turned up alive around the world as seen earlier. Whatever this means, the alleged hijacker “bin Khalid” was also reported alive but never identified with the Accounts Manager from Doha City Centre who had the identical surname.

It is disturbing to find that a virus which “reveals or deletes” sensitive information was sent to Doha City Centre one month before 9/11 from one of Atta’s emails (unknown which Atta sent it). If anything, the Accounts Manager, Zarrar bin Khalid at Doha City Centre is a suspect and should have been questioned. We do not know if the FBI did this to be honest. It is unfortunate they were told to “back off” from the 9/11 investigation due to the Anthrax incident.

Khalid al-Mihdhar  
(*Reported still alive*)



**The Chicago Tribune**

*October 4, 2001*

“I believe it’s all just a mistake,” said Khalid al-Mihdhar, who was watching TV while at home with his friends saw his photograph on the news and quickly called to prove he is still alive.

**The Guardian:** “Some government officials, speaking on condition of anonymity, said to be exploring various options. One of them is that al-Mihdhar has never entered the States and that his name was simply used as a pseudonym for one of the hijackers died. Another possibility is that al-Mihdhar has allowed his name to be used by another hijacker in order to pretend to be dead and thus gaining time to escape from the States. A third possibility is that it is actually a hijacker died in the crash.

<sup>63</sup> [<http://www.citycenterdoha.com/>]

<sup>64</sup> Born May 16, 1975.



Satam al-Suqami



Mohamed Atta

*(Reported still alive)*



Waleed al-Shehri

*(Reported still alive)*



Wail al-Shehri

*(Reported still alive)*



Abd. al-Umari

*(Reported still alive)*

All, except for Satam al-Suqami, are reported alive and well after Flight AA11 was involved in the WTC1 attack. Particular and additional evidence for Waleed al-Shehri is forthcoming from medical reports in 2003 of his medical examination being renewed due to his occupation as a pilot. This document is given further down.



*Notice the man at the payphone making a call on 9/11 after the towers' explosion  
He has identical features as Satam al-Suqami*

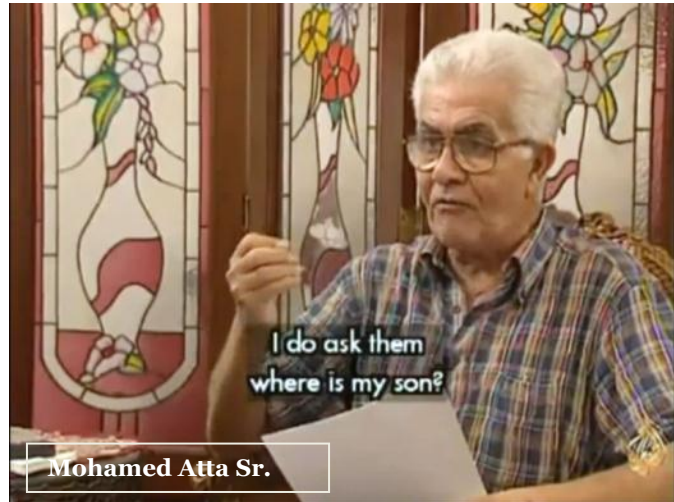
FBI Director Robert Mueller acknowledged by September 21, 2001, that some of those behind the terror attacks may have stolen the identification of other people, and, according to at least one security expert, it may have been “relatively easy” based on their level of sophistication to forge documents.

In a *CNN* article published September 21, 2001, they interviewed Chris McGoe, a San Francisco, California-based security consultant who “has worked with numerous major retailers on combating identity theft. He’s seen hundreds of falsified IDs, and while he hasn’t seen the ones used by the alleged September 11 hijackers, he offers some insight into how they could have been obtained. ‘Could a common criminal on the street do this stuff? No. They’re not sophisticated enough. These (the hijackers) are people who researched, planned and studied. They likely didn’t have to go to a forger to do it.’”

## **ABC NEWS**

*FBI Links Names to Terror Attacks*  
*September 24, 2004* <sup>65</sup>

Al-Umari was believed to be one of the pilots of the hijacked plane. But a Saudi man has reported to authorities that he is the real Abdulaziz al-Umari, and claims his passport was stolen in 1995 while he studied electrical engineering at the University of Denver. Al-Umari says he informed police of the theft. "The name [listed by the FBI] is my name and the birth date is the same as mine, but I am not the one who bombed the World Trade Center in New York," Abdulaziz al-Umari told the London-based *Asharq Al-Awsat* newspaper. Al-Umari has been named an unindicted co-conspirator in the indictment against Zacharias Moussaoui.



## **DAILY TRUST (Abuja)**

*Dead Saudi Hijack Suspect Resurfaces, Denies Involvement*  
*September 24, 2001*  
*Posted to the web September 24, 2001* <sup>66</sup>

A Saudi Arabian aircraft pilot who was named as one of five suspects on board one of the planes that crashed into the World Trade Centre, has turned up alive and well in Morocco. The man, Waleed al-Shehri, has told Saudi journalists in Casablanca that he had nothing to do with the attacks on New York and Washington, and had been in Morocco at the time.

The FBI named five men with Arab names that they say were responsible for deliberately crashing American Airlines Flight 11 into the World Trade Center. One of those five names was Waleed al-Shehri, a Saudi pilot who had trained in the United States. His photograph was released by the FBI, and has been shown in newspapers and on television around the world. That same Mr. Al-Shehri has turned up in Morocco, proving clearly that he was not a member of the suicide attack. He told Saudi journalists in Casablanca that he has contacted both the Saudi and American authorities to advise them that he had nothing to do with the attack.

He acknowledges that he attended flight training school at Dayton Beach in the United States, and is indeed the same Waleed al-Shehri to whom the FBI has been referring. But, he says, he left the United States in September last year, [2000] and became a pilot with Saudi Arabian Airlines, and is currently on a further training course in Morocco. He says he was in Marrekesh when the attack took place. Mr. Al-Shehri's case is not the first in which there has been apparent confusion as to the identities of the hijackers who commandeered the four planes on 11

<sup>65</sup> [[http://abcnews.go.com/sections/us/dailynews/wtc\\_suspects.](http://abcnews.go.com/sections/us/dailynews/wtc_suspects.)]

<sup>66</sup> [<http://allafrica.com/stories/200109240325.html>]



September. Mr. Al-Shehri said the American authorities, who apologized for the misunderstanding, have now interviewed him.

## CAIRO TIMES

*Can we quote you on that?*

*Ashraf Khalil: Cairo Times* <sup>67</sup>

The father of Mohammed Atta said his son was raised to be solidly apolitical and to focus on “work, home and family.” He also said Muhammad had expressed his distaste for bin Laden after the mid-90s bombing of the Egyptian embassy in Pakistan. “That was the only political opinion he ever expressed to me in his life.” The elder Atta said he had last seen his son about 18 months ago in Egypt. He had never been to visit him in Germany, and knew little of his life there. He also claimed that his son had called him two days after the attack, [September 13, 2001,] and described it as “a normal conversation.” But he snarled when asked to give further details. Asked what country Muhammad had called from, he said, “The name of the country is not written on the phone.” Asked where Muhammad was now, he said, “Ask Mossad.”

## ASSOCIATED PRESS

*September 22, 2001*

Saudi Waleed al-Shehri, currently lives in Casablanca, according to an official of the Royal Air Morocco, the Moroccan commercial airline. According to the official, al-Shehri lived in Dayton Beach, where he obtained a license pilot of plane of Embry-Riddle Aeronautical University. Now he works for a Moroccan airline. Al-Shehri had gone to the U.S. embassy in Morocco to demand an explanation why he was on the FBI list.

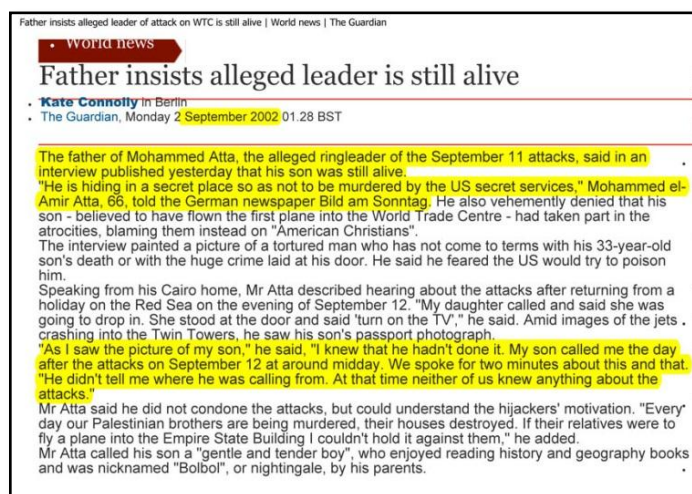
## DAILY TRUST

*September 24, 2001*

His photograph was released by the FBI in newspapers and on television around the world. Al-Shehri occurred in Morocco for demonstrating clearly that he was not a member of the terrorist suicide.

## DAILY TELEGRAPH

It's been reported that he was in Hollywood, Florida, for a month last year, [2001] but his father Ahmed said that Waleed al-Shehri was alive and well in Morocco.



<sup>67</sup> [<http://www.welfarestate.com/911/atta.txt>]

## BBC

*September 23, 2001*

Another of the men listed by the FBI as a hijacker of the September 11 terrorist attacks in Washington and New York was found. He's still alive and well. He acknowledged that he attended flight school at Dayton Beach in the U.S. and to be indeed the same Waleed al-Shehri that the FBI has accused of the September 11 attacks, but said also that he left the U.S. a year before the attacks, becoming a pilot of Saudi Arabian Airlines, currently attending a training course in Morocco.

**LOS ANGELES TIMES:** Wail al-Shehri, a name used by suspected terrorists of AA-11: A man with the same name is a pilot whose father is a Saudi diplomat in Bombay. "I personally talked to both father and son, today," said Gaafar Allagany, head of the Saudi information center, a few days after the attacks.

## BBC NEWS

*Hijack "suspects" alive and well*

*BBC: September 23, 2001* <sup>68</sup>



Abdulaziz al-Umari, another of the Flight AA11 hijack suspects, has also been quoted in Arab news reports. He says he is an engineer with Saudi Telecoms, and that he lost his passport while studying in Denver. Another man with exactly the same name surfaced on the pages of the English-language Arab News.

The second Abdulaziz al-Umari is a pilot for Saudi Arabian Airlines, the report says. *MSNBC* had reported that "Atta senior had no knowledge his son had ever been in the United States. More absurd to him was the idea that his son had enrolled in a Florida flight school. 'Did he ever learn to fly? Never. He never even had a kite.' Added Atta senior: 'My daughter, who is a doctor, used to get him medicine before every journey, to make combat the cramps and the vomiting he feels every time he gets on the plane.'"

---

<sup>68</sup> [[http://news.bbc.co.uk/2/hi/middle\\_east/1559151.stm](http://news.bbc.co.uk/2/hi/middle_east/1559151.stm)]

#### REPORT ON CHECK OF HIJACKERS' MEDICAL CERTIFICATION

I reviewed the six "blue ribbon" airmen files for medical certificate information at the time of the last application for a certificate or rating. I have included the results in Attachment 1, "Hijacker Medical Information based on 'Blue Ribbon' Airman Files."

Since several individuals' last airman applications were dated two to six years before September 11, 2001, I had an aviation safety inspector run the six individuals, by certificate number, through our airman information databases. The query returned information on pilot certificates, medical certificates, accident/incident history, enforcement history, and FAA inspection history.

Four of the hijackers—Mohammed Atta, Marwan Yousel Alshehhi, Ziad Jarrah, and Hani Saleh Hanjoor—showed no change from the information contained in Attachment 1, i.e., no activity in our records since their last airman applications submitted. However, the medical certificates of two individuals—Waleed Ahmed Al-Shehri and Ali Ayedh Al-Ghamdi—were renewed. The information is as follows:

Waleed Ahmed Al-Shehri	First Class Medical ID# (b) (6) Issued 8/18/2003 Restriction: Must wear corrective lenses
Ali Ayedh Al-Ghamdi	First Class Medical ID# (b) (6) Issued 6/22/2003 Restriction: None

I am in the process of having the Civil Aeromedical Institute (CAMI) in Oklahoma City research the Medical ID numbers to determine where the examinations took place and what medical examiner issued them.

By reviewing documentation we kept and interviewing individuals who were part of Flight Standards' Operations Center, I reconstructed as best I could how Flight Standards classified these six individuals as hijackers who had U.S. pilot certificates.

1. Some time on September 11 or 12, 2001, the Federal Bureau of Investigation requested the FAA provide passenger lists from the four hijacked airplanes. Flight Standards obtained these from the airlines and provided them to an FBI contact. The names of the requesting agent or the agent the information was delivered to are unknown. Typically, information we assembled was provided to the FBI through agency personnel in the then Office of Civil Aviation Security.
2. Within 24 hours, Flight Standards supplied the passenger lists. Within a short interval (no more than a day), the FBI returned copies of the lists with names of passenger-victims starred and 19 other names blank. The FBI then wanted to know if any of these 19 had pilot certificates.
3. Flight Standards personnel submitted all the names to our airman information system. Because of individuals with the same or similar names (e.g., in some

instances Al-Ghamdi appeared as al-Ghamdi, Alghamdi, Al-Ghamdi, etc.), there were more than 19 airman reports. Flight Standards provided all results to the FBI.

4. The FBI requested entire airman files for six individuals from the airman information reports we provided, intimating that these six were the hijackers who were piloting the four aircraft. The FBI also indicated that they had eliminated all other names on the list as possible hijackers. Those individuals were the six included in our earlier briefing. We provided the FBI "blue ribbon" (certified true copies) of all contents of the six individuals' airman files (obtained from the Airmen Registry in Oklahoma City). In late May 2002 we obtained our own "blue ribbon" copies for the purpose of preparation for the Congressional hearing on September 11.

In summary, we have maintained these six individuals in our files as the hijackers who had U.S. pilot certificates based on indications from the FBI.

There are two possibilities to account for this discrepancy:

1. The two individuals whose medicals were renewed in 2003 are legitimate airmen employed by Saudi Airlines in Saudi Arabia. Saudia Airlines is given as their official addresses for both. They could have been highlighted by the FBI because of similar or same names as individuals who were on two of the hijacked aircraft. Unclassified testimony by CIA Director George Tenet before the Congressional hearings focuses only on four pilots—Atta, Alshehhi, Jarrah, and Hanjoor.
2. The two individuals whose medicals were renewed in 2003 are, indeed, two of the deceased hijackers and someone else is using their identities. These two were the only ones of the six who had U.S. Social Security numbers.

Phyllis A. Duncan  
1/22/2004  
78017

As a curiosity to the misidentified alleged hijackers of Flight AA11, if 4 are still alive, then who are the other hijackers that boarded this cancelled flight? Satam al-Suqami is the only one not reported alive after the attacks. Within his brief biography given by the FBI it does not state he had any pilot training. Let us remember some points which will be discussed in detail during al-Suqami's timeline further down.

On May 15, 2001, Satam al-Suqami makes a reservation for the following day to fly from Fort Lauderdale (Florida) to Freeport in the Bahamas. But when he arrives at the ticket counter, he is not allowed to board the flight because he does not have his passport with him. This would be a naïve action on al-Suqami's part, and is questionable why he would not have his passport with him. From that day onwards, he reserves no other flight to travel abroad, only domestic flights. On a domestic flight, he could produce some kind of identification like a driver's license or ID Identification card. He would not need a passport.

On September 11, 2001, al-Suqami's passport was found "on the street near the World Trade Centre by a civilian; passport was soaked in jet fuel."



3407	9/11/2001	MISC	Satam Al-Suqami	Suqami's passport recovered on the street near World Trade Center by a civilian; passport was soaked in jet fuel				265A-NY-280350-302 Serial : 13697
------	-----------	------	-----------------	--	--	--	--	-----------------------------------

*FBI Timeline of Satam al-Suqami*

There is strong support that al-Suqami's passport may have been stolen but not reported by him. This would explain why he could not travel to the Bahamas on May 16. Did he know a passport was needed to travel abroad? It is difficult to say; he would not be familiar with U.S. Aviation laws. This was the first time he ever travelled beyond Turkey and Malaysia. If he knew, and there is every indication that he did, but if he knew that when in the U.S. you can travel by showing a driver's license, or ID Identification card, he would possibly assume this was all a passenger needed for identification purposes in U.S. airports, regardless if the flight was domestic or international. This is all al-Suqami would know. In addition, we do not know the psychological status of any alleged hijacker involved; we do not know their knowledge, except that most had some kind of education. Neither do we know their level of intelligence.

Al-Suqami was born in 1978, which would make him twenty-three at the time of the attacks; it is a young age under any standards. Furthermore, always according to his "magic passport," he had not travelled much and there is no indication how he arrived in the U.S. until he is traced opening a joint account on May 2 at SunTrust with Waleed al-Shehri, where the amount of \$9,000 was deposited. In the PENTTBOMB <sup>69</sup> (265a-ny-280350) Law Enforcement Sensitive JICI document, released April 19, 2002, it states that al-Suqami entered the U.S. on April 23, 2001.

Given all the above, it is difficult to place Satam al-Suqami in the cockpit of a Boeing 767-200ER then crashing it into the WTC1 all on his own. If anything, the Israeli ex-Commando (passenger) would have acted. Further difficulties arise of al-Suqami's presence on the aircraft due to his passport found "on the street near World Trade Centre by a civilian; passport was soaked in jet fuel." This passport could not have flown out of the aircraft as it crashed into the building. No logical person would disagree.

We have no released CCTV from Boston Logan International Airport showing Satam al-Suqami going through check points. According to "The Aviation Security System and the 9/11 Attacks (Staff Statement No. 3)" their report concluded that in regards to "checkpoints used to screen the passengers of Flights 11, 77, 93 and 175 on 9/11, only Washington Dulles International Airport had videotaping equipment in place."

From various reports released over the past ten years, the following points are noted:

- Before September 11, 2001, airport screening was provided by private companies which were contracted with the airline or airport. In November 2001, the Transportation Security Administration was introduced to handle screening at all U.S. airports. They installed bulletproof and locked cockpit doors. Argenbright Security, a company that provided security for Newark and Washington Dulles, had problems before in May 2000,

<sup>69</sup> FBI designated a manhunt code-named PENTTBOM (for Pentagon and Twin Towers).

because they hired 1,300 untrained security guards, including several dozen with criminal records, for Philadelphia International Airport. The company, which was on probation at the time of the attack, had its probation extended to October 2005.

If anyone could have investigated these matters to the bone, it would have been FBI Agent John O'Neill who was a leading authority on al-Qa'ida and Usama bin Laden. In August 2001, the same time the virus email was being sent, Agent O'Neill resigned from his position in counter terrorism at the Bureau, protesting that his investigations into bin Laden "had been opposed and obstructed by the Bush Administration, in the interests of the U.S. oil industry."<sup>70</sup> In September 2001 (one month later) Agent O'Neill found new employment in security at the World Trade Centre, where he reportedly died.

August 9, 2001, either "Atta #2" or "Atta #3" checks out of Wayne Inn. The same day, tickets are purchased via the Internet:

Date	Airlines	Route
August 9, 2001	?	Reagan Airport Washington – Las Vegas
August 10, 2001	?	Dulles International Airport - Las Vegas

On August 12, 2001, another flight is booked for August 14, 2001, from Las Vegas to Houston, Texas. Only one person called "Atta" flies out on August 9 from Reagan Airport (Washington, D.C.) and arrives in Las Vegas. From all three purchases of airline tickets, only one is used. It is unknown if this is "Atta #1" or "Atta #3," most probably it is "Atta #1" who knows the area. It is not "Atta #2" because he will have his Florida driver's license revoked for not appearing in court; therefore he was not in Florida to attend the court hearing.

It is pretty obvious that "Atta #1" is now in Las Vegas on August 13, when he rents a car from Alamo Car Rental, and then checks into Econolodge (room #124) at 14:55 p.m. At 23:29 p.m. he accesses an account at CyberZone "for 34 minutes." The ATM records the time 11:29 a.m., but the FBI says this is a "misprint." Around midnight then, always according to the FBI, "Atta #1" returns a rental from Tops Rental Car which was rented on August 6.

The FBI insists that someone called Atta on August 13, purchased airline tickets to travel from Dulles International Airport in Washington to fly to Las Vegas. As we saw earlier, this ticket was booked on August 10, but we will give the FBI the benefit of doubt, because if the Attas were doing all this goose chasing arrangements with flights, car rentals, accommodation check-ins to confuse the FBI, they were doing a very good job of it at the time.

Fourteen minutes past midnight after "Atta #1" had spent "34 minutes" on the ATM and returned a rental from Tops Rental Car, he enters his room at Econolodge in Las Vegas. The following morning he checks out at 11:00 a.m. He then returns the rental to Alamo Rental Car at 11:09 a.m. This car, remember, was rented the previous day before he checks into Econolodge. It is peculiar "Atta #1" rented the car, checked into his hotel, spent "34 minutes" at the ATM,

---

<sup>70</sup> [<http://www.pbs.org/wgbh/pages/frontline/shows/knew/view/>]

returns a rental from Tops Rental Car (not used) to Alamo Rental Car nine minutes after he checks out.

The same day on August 14, “Atta #1” travels from Las Vegas to Houston (Texas). He then takes another flight from Houston and flies to Fort Lauderdale (Florida). The following day (August 15) the FBI record someone called Atta renting a car from Tops Rental Car to be returned on August 28.<sup>71</sup> The same day “Atta #1” goes to a Palm Beach flight training facility and inquires about “renting a low wing aircraft.” He then pays for a parking ticket he got on August 3 when driving a rental from Alamo Rent-a-Car that was queried by Broward County Sheriff Department at 02:57 a.m.

Still in Fort Lauderdale, on August 16, 17, 19, and 20, “Atta #1” rents an aircraft. On August 22 he purchases a ticket (online) to travel on August 23 from Fort Lauderdale to New Jersey; but this purchase via Internet is tracked by the FBI to an IP address from Virginia. Who was in Virginia booking and purchasing this ticket is unknown.

On August 23, 2001, “Atta #1” leaves Fort Lauderdale for New Jersey. This is the same day that “Atta #2” now has his Florida driver’s license suspended for failing to appear in court for a traffic violation. Obviously, “Atta #2” did not return to Florida for his court case on the flight purchased for August 9 (Reagan Airport: Washington to Las Vegas). This behaviour, not appearing in court, produces elimination in certain areas “Atta #2” can no longer go back to, and this is needed as the crucial day approaches. Each planted Atta would need to gradually be removed.

Still in New Jersey, on August 25, either “Atta #1” or “Atta #2” establishes an online account with American Airlines, creating an Advantage Profile with #IHOIL56. The following day he books reservations for August 28 to fly from Baltimore to Miami. On August 28 he books a flight for himself and al-Umari on American Airlines 11 using a Visa Card.

8/28/2001	\$ 2,113.00	Mohamed Atta/Marwan Alshehhi	DC	American Airlines (AA 11) Abdula	Abdulaziz Alomari purchase of airline ticket for Flight 11	Suntrust
8/28/2001	\$ 2,113.00	Mohamed Atta/Marwan Alshehhi	DC	American Airlines (AA 11) Moham	Mohamed Atta purchase of airline ticket for Flight 11	Suntrust

*FBI Timeline on Atta*

But this turns out to be shaky. As given at the beginning of this work, the Bureau of Transportation Statistics (BTS) has Flight AA11 down as a cancelled flight for 9/11.

Someone called Atta books another flight on the same day (August 28) from Baltimore, Maryland to Fort Lauderdale, Florida. We have three tickets booked by someone called Atta for the date August 28, 2001.

- From Baltimore, Maryland to Miami, Florida
- From Portland to Boston, then on to Los Angeles (Flight AA11)

---

<sup>71</sup> See August 29, 2001.

- From Baltimore, Maryland to Fort Lauderdale, Florida

August 29, 2001, some Atta returns the cars he rented from Tops Rental Car which according to the FBI should have been returned the previous day (August 28). It is our belief that this is “Atta #1” because he was the only one who knew the details about the three different contracts made when he originally rented these cars from Warrick.

During the month of August 2001, the Texas Service Center Enforcement Operations Division Timeline notes Atta once again asking “about crop-dusting planes at an airstrip in Belle Glade, Florida to know how much fuel and chemicals the planes can carry and whether special skills are needed to pilot them. He also approached South Florida Crop Care again,” and “leaves an impression of being ‘real persistent.’”

September 4, 2001, “Atta #1” that is in Hollywood (Florida) sends a FEDEX to the United Arab Emirates to a “Mustafa Ahmed.” The package contained a “personal document.” The FEDEX receipt was “torn” and retained by the FBI after the searching “of trash in Portland.”

September 5, 2001, “Atta #1” is now located in Boca Rotan, Florida where he purchases tickets to depart from Florida and fly to Baltimore (Maryland). The next day “Atta #1” cashes a cheque for \$5,300 and deposits two amounts (unknown) of cash in his SunTrust account.

September 7, 2001, “Atta #1” flies from Florida to Maryland with the tickets he bought on September 5 in Boca Rotan. When he arrives he sells his Grand Prix car for the amount of \$800 to Sun Auto Leasing.

September 8, 2001, “Atta #1” sends via Western Union the amount of \$5,000 to the United Arab Emirates to “Mustafa Ahmed.” The money was received on September 10, 2001; receipt from the Western Union again found by the FBI in the trash in Portland. The 9/11 Commission Timeline has two amounts sent via Western Union on this same day: \$2,860 and \$5,215. Which of the three amounts (FBI: \$5,000 and/or 9/11 Commission: \$2,860 and \$5,215) was actually sent, is unknown.

After “Atta #1” sends some money to “Mustafa Ahmed,” he books a reservation for October 5 to fly out from Maryland to Washington. According to the FBI this flight was officially cancelled on September 13 to fly out on October 5. It is a shame the FBI did not also mention that the same cancellation applied for Flight AA11 which was also cancelled to fly out on September 11. Which flight was substituted in their place is unknown.

The same day (September 8) “Atta #1” reserves a car rental from Alamo Car Rental for September 9 to September 11, but cancels the reservation. He then wires via Western Union the amount of \$2,860 to the United Arab Emirates, presumably (the FBI are not sure) to “Mustafa Ahmad.” This is the same amount as the 9/11 Commission Timeline record, but on a different date than the FBI’s report. Probably there was a mix up of dates between them. The receipt of this transaction was once again found in the trash of the Comfort Inn in Portland.

The FBI hit “Atta #1’s” cell phone signal from Washington, D.C., on September 8. The call is to “Fayed Ahmad,” which is an alias used by Faye Rashid (alleged hijacker on Flight UA175) who was staying in Florida at the time.

Regardless of the cancellation for a rental from Alamo Car Rental for September 9 to September 11, Atta finally decides to go pick up the car from Boston Logan Airport, on September 9. How this Atta got from Baltimore to Boston Airport to pick up the rental from the airport’s Alamo Car Rental is not explained; however, the same evening, around 20:00 p.m., the security guard at the Milner Hotel sees someone looking like Atta leave carrying a “black bag.” Another man looking like Atta is then seen returning about 2 hours later to book a room again at the Milner Hotel. Then another man looking like Atta is seen boarding Flight 2979 in Baltimore for Boston. The only FBI comment in this section is “any luggage checked?”

Another man looking like Atta is then seen driving a Mirage VA (plates YGU-4417) entering the central parking garage at Boston airport and a man looking like Atta is seen leaving the central parking garage in a Mirage VA (plates YGU-4417), whilst another man looking like Atta drives a Blue Nissan into the central parking garage at Boston airport. All this activity is recorded by the FBI as taking place the same night on September 9. It is possible the following happened:

1. Atta #1 boards US Flight 2979 in Baltimore for Boston. He picks up a Mirage VA (plates YGU-4417) from the central parking garage at Boston airport and leaves in the same car. He goes book a room at the Milner Hotel; the security guard does not see Atta #1 arrive only when Atta #1 leaves at 20:00 p.m. still with the Mirage VA car.

2. Atta #2 is already in Boston who flew from Washington; very likely he is the same Atta whose cell phone signal came from Washington. Atta #2 drives a Blue Nissan into the central parking garage at Boston airport. At 22:00 p.m., Atta #2 walks into the Milner Hotel and is seen by the security guard. Atta #2 books a room. We have Atta #1 wandering around Boston in a Mirage VA (plates YGU-4417), and Atta #2 at the Milner Hotel who drives a Blue Nissan. Let us see what they do next.

3. Another Atta enters the picture. We will call him Atta #3 who had come into the picture when the virus was sent. Atta #3 is seen driving the Blue Nissan out of the central parking garage at Boston airport, where Atta #2 had left it earlier.

Before continuing, we need to bring in at this point al-Umari, <sup>72</sup> born in Saudi Arabia, and married. This is according to his Saudi passport (#CO165015) issued in Jeddah on June 5, 2000. The passport, the FBI states, was “seized from luggage, Logan Airport.” We will see if al-Umari issued a US ID Identification which would have allowed him to travel domestically without using his passport in order for him to stuff his passport in his “seized luggage.”

Al-Umari’s U.S. Visa of issue has two dates: One for June 18, 2000, as seen in the 9/11 Commission Report (See previously given tabled list), and one issued June 18, 2000, as reported

---

<sup>72</sup> Born May 28, 1979.

in the FBI Timeline; this second document was a “single journey” entry U.S. Visa issued by the Nigerian Embassy in Riyadh (Saudi Arabia). There is scarcely any timeline of importance for al-Umari collected by the FBI. Whatever is given is of note to Atta’s timeline which will be given.

On July 1, 2000, al-Umari travels from Saudi Arabia to Bahrain International Airport when “Atta #1” returns a Ford rental car he had rented with al-Shehhi (623 mileage usage) and purchases airline tickets. His tickets for July 7 are none-show. Al-Umari is not tracked until May 6, when he travels from Cairo to Kuala Lumpur in Malaysia during the time “Atta #2” gets a Florida driver’s license on May 2.

May 27, 2001, al-Umari leaves Kuala Lumpur and returns to Cairo, during the time “Atta #2” (May 28) rents a car at 12:13 p.m., but gets it queried at 15:08 p.m., by the Broward County Sheriff. The possible mileage used was to drive to the Dye Preserve Golf Club.

On June 11, 2001, al-Umari travels from the United Arab Emirates to Saudi Arabia the same period “Atta #2” rents a car from Alamo Rent-a-Car (June 10) and returns it on June 22 with a mileage use of 1,037. On June 16, al-Umari issues a European Union Visa from the French Consulate in Jeddah when “Atta #2” calls pre-paid (thirteen times) a number owned by someone in Fort Lauderdale (Florida) called “Ahmed al-Hawsawi.” On June 18, al-Umari issues a B1/B2 U.S. Visa at the American Consulate in Jeddah (under the newly implemented Express Visa Program) when “Atta #2” calls “Mustafa Ahmed” ten times who is in Delray Beach.

On June 21, 2001, al-Umari travels from Saudi Arabia to the United Arab Emirates, around the period when “Atta #2” files with the FAA to replace his lost/destroyed Commercial Pilot Certificate.

On June 28, 2001, al-Umari books his flight for the U.S. from Dubai to Zurich then on to New York. This is the same time “Atta #2” travelled from Boston to San Francisco then on to Las Vegas where he makes a call to “Atta #1’s” home in Egypt; unknown who he talks to. Where “Atta #2” spent the night of June 28 we are not told.

From June 28, when al-Umari arrives in New York, till July 6 when he is traced in New Jersey checking into Jade East Motel (room #36) with check-out July 13, we do not know where he was staying. During this time “Atta #2,” after being stopped by the Delray Beach Police Department for speeding (July 5), another Atta is spotted in Spain on July 8; this being “Atta #1.”

While “Atta #1” is in Spain, al-Umari on July 10, checks into Wayne Inn (room #207) in New Jersey and is scheduled to check-out on August 2. On the same day (July 10) al-Umari attains a USA ID card from Apollo International Travel in New Jersey. This would mean that his passport would not be needed; hence this supports it was found in the “left behind” luggage that did not make it on board Flight AA11.

July 24, 2001, al-Umari issues a driving license which the FBI record as “fake” due to the spelling of the last name, which is not given. Neither do we know if al-Umari issued this “fake” license in New Jersey. But if New Jersey is where the forger resides, then it holds some view that



whoever was in New Jersey issuing these forgeries should have been followed or tracked down. This is the same time “Atta #1” makes reservations to fly on July 26 with Continental Airlines from Fort Lauderdale to New Jersey returning July 30 from New Jersey to Florida.

On July 26, 2001, when “Atta #1” flies out with Continental Airlines (Florida to New Jersey), he then checks into King’s Inn Hotel (room #230) and opens an account at Hudson United Bank in Patterson (New Jersey) with \$100. It is on this date that “Atta #1” and al-Umari meet.

On August 2, 2001, the period when “Atta #1’s” rental from Alamo Rent-a-Car was queried by the Broward County Sheriff Department at 02:57 a.m., al-Umari is spotted at the Arlington Service Centre in Virginia. We have no information from the FBI how al-Umari left New Jersey to arrive in Virginia. On the same day, he makes reservations through ALP Travel to fly from New Jersey to Georgia. But being he is in Virginia, it is impossible al-Umari could leave from New Jersey to fly to Georgia. Neither the FBI nor the 9/11 Commission Timeline gives any explanation for this discrepancy.

On August 6, 2001, as Atta makes a flight reservation at Chang Travel at Pompano Beach in Florida to fly on August 7 from Fort Lauderdale to Newark and return August 9, al-Umari’s bank account is **unsuccessfully accessed “three times”** at Hudson United Bank in Patterson. The FBI gives no information if they had confiscated any CCTV at the ATM of Hudson United Bank, which would identify the perpetrator. The 9/11 Commission Timeline write this off as a “balance inquiry,” as opposed to the FBI’s explanation of an unsuccessful access “three times.”

On August 7, 2001, when two Attas are checking into Wayne Inn (room #223) in New Jersey, al-Umari deposits the amount of \$3,000 (cash) at Hudson United Bank at Hamilton Plaza Branch. This would mean that whoever tried to unsuccessfully hack into al-Umari’s bank account the previous day (August 6), also knew that there would be a large amount of cash handy. Whoever this was, it is obvious they had knowledge of al-Umari’s bank transactions. We are never told by the FBI who al-Umari associates with whilst he is in New Jersey, except that he meets “Atta #1” for the first time. Did “Atta #1” need to empty or control al-Umari’s bank account, hence he also tried to hack into the account? It is plausible.

On September 4, 2001, the following is recorded on the FBI Timeline: “Cheque 101: \$1,800 written to Atta.” Then, “transaction caught on bank video lobby: Atta and al-Umari.” There is no explanation to this record, only to show that “Atta #1” and al-Umari are seen together. The following day (September 5), both men are seen again entering the Bank Atlantic in Deerfield, Florida. However, on this day, in Atta’s FBI Timeline, “Atta #1” is in Boca Rotan purchasing tickets to depart from Fort Lauderdale in Florida and fly to Baltimore.

On September 6, 2001, whilst “Atta #1” cashes a cheque for \$5,300 and deposits two amounts (unknown) of cash in his SunTrust account, al-Umari travels from Fort Lauderdale to Boston (Massachusetts). He then checks into the Park Inn (room #225) at 17:43 p.m. On September 8, when “Atta #1” sends via Western Union some amount(s) to the United Arab Emirates to “Mustafa Ahmad” or “Mustafa Ahmed,” al-Umari now in Boston, **reports his airline ticket was lost** and issues a new ticket with American Airlines. **This ticket is for Flight AA11.**

Two events give the impression that somebody wanted to prevent al-Umari from flying on Flight AA11. First his bank account is hacked into, to restrict his access to cash (?), and second his airline ticket for that flight has been taken. It is clear that Flight AA11 was not cancelled prior September 8, 2001.

On September 8, 2001, al-Umari is traced sitting in a Blue Nissan between 22:02 - 22:48 p.m., at Boston Logan International Airport. The car is the one Atta #2 drove into the central parking garage of that airport. The next day (September 9) al-Umari checks out of the Park Inn; he then goes to Boston airport to pick up his replacement ticket he had lost.

Since September 10, 2001, is the last day we track these two alleged hijackers, it will be given special attention, as it tends to be a peculiar day for these individuals.

Atta and al-Umari should still be in Boston, but the FBI specifically reports both men are in Portland staying at the Comfort Inn after being allegedly seen at the Pizza Hut. They are described as “Two Middle Eastern males. 8 minutes later photographed at Fast Green ATM.” (Below image)



Al-Umari is seen closest to the camera; Atta can be seen over al-Umari's right shoulder, since this image is mirrored of a reflection through the camera lens which gives an opposite left/right. The image frames from the ATM depict different hours from the FBI's reports:

- The first image (from top left) shows the time 7:56: p.m. (or 2:56 p.m.)

- The second image (top right) shows the time 7:57 p.m. (or 2:57 p.m.)
- The left image (bottom row) shows the time 7:52: 58 p.m. (or 2:52:58 p.m.)
- The right image (bottom row) shows the time 7:58:32 p.m. (or 7:58:32 p.m.)

No image frame shows the FBI's time: 8:41 p.m. There is a difference of 50 minutes from the FBI's report. Al-Umari, who is seen closest to the camera, has a scar on his left cheekbone (reverse reflection). No scar is visible on any of the FBI images given at Moussaoui's trial nor is it evident from the *Al Jazeera* video where a still image follows. The only identical scar on al-Umari's left cheekbone which can be seen is a beauty spot noticeable in his passport image.



Al-Umari  
Passport image



Al-Umari  
FBI image



Al-Umari on video  
(September 9, 2002)



Abdulatif al-Omari

#### MIAMI

Federal agents are investigating Abdulatif al-Omari, who lived at Bayview Towers in downtown Miami. Al-Omari also lived in Cuyahoga Falls, Ohio, in the late 1990s. On Thursday, FBI agents requested al-Omari's driving record from Cuyahoga Falls police. The list of suspected hijackers released Friday includes an Abdulaziz Alomari, but it was unclear whether federal agents believe the two are the same person.



#### CNN

September 9, 2002 <sup>73</sup>

'We will get you. We will humiliate you. We will never stop following you,' said Abdulaziz al-Umari, one of the hijackers aboard American Airlines Flight 11, which flew into the north tower of the World Trade Center. An image of the gutted Pentagon was superimposed behind al-Umari's shoulder as he spoke; an indication al-Qa'ida had

<sup>73</sup> Video removed from the CNN Website, but can be seen here: [<http://www.youtube.com/watch?v=zHsSvrcvACs>]

made the video after the attacks. *Al-Jazeera* did not specify how it obtained the tapes, saying only that it had received them Monday.

[\*Fair Use: For more information see footnote. <sup>74</sup>]

The most logical to ask *CNN* reporters would be how did al-Qa'ida make this video “after the attacks” with “an image of the gutted Pentagon” behind a live shot of al-Umari. The released video of al-Umari can be seen in the provided footnote link. <sup>75</sup>

According to the FAA Staff Report (August 2004) it states that “No physical, documentary, or analytical evidence found either by the Commission or by law enforcement agencies provides a clear reason why Atta and al-Umari drove to Portland from Boston on the morning of September 10 only to return to [Boston] Logan International Airport on Flight 5930 on the morning of September 11. The most plausible theory is that the hijackers chose to fly into Boston to avoid suspicion that might have been aroused if they had arrived at Logan at approximately the same time as eight other young Middle Eastern males to check in for Flight 11 and Flight 175. Such intent might also explain why Atta appeared to be so upset that he had to check in again in Boston to get a boarding pass for Flight 11.”

But the reasoning of this does not make sense, since it was only Portland Airport where CCTV was confiscated by the FBI, as Boston Logan had no CCTV requirements in their security area. If anything, the alleged hijackers would have avoided an airport like Portland that had CCTV.

For inexplicable reasons, all these alleged hijackers were doing their damnest to be noticed although their last words in wills and instructions had no reference to why they were hijacking four airliners and crashing them into buildings. One would think they would mention their

## Jet Port Gas

9/10/01



9:15 pm  
446 Western Avenue  
South Portland, ME

beliefs and their actions to those who would find their last words. And if their last words were accidentally “left behind” they would have arranged for their last words and actions to be known by sending at a later date with some other means a note to officials and/or the mainstream media. This is how terrorist groups perform: They tend to claim responsibility for their terrorist actions; if they don't, then they are not terrorists but mental patients.

The FAA Staff Report acknowledges that “FBI's Portland office pursued 600 leads related to the presence of Atta and al-Umari in Portland, with each lead resulting in between 3 to 10 interviews, but none shed any light on the question of their travel to and from Portland, Maine. South Portland Police Chief and authorities with the Maine State Police also

<sup>74</sup> [<http://www.law.cornell.edu/uscode/17/107.shtml>]

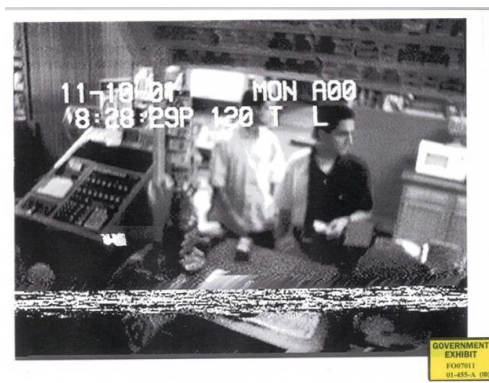
<sup>75</sup> [<http://www.youtube.com/watch?v=zHsSvrcvACs>]

indicated that while their departments did investigate the hijackers' trip to Portland and shared the results of their work with the FBI, they turned up no information to indicate why this travel occurred."

The FAA Staff Report finalizes their confusion on this event: "It is also possible that they travelled to Portland to preserve operational security. If the hijackers' plot had been discovered by U.S. intelligence or law enforcement, or by the U.S. aviation security system, the two terrorists would be apprehended during their check-in at the Portland airport. That outcome would have been preferable to being stopped at Logan Airport, where other members of Atta's hijack team were also checking in, and where conspirators intending to hijack Flight 175 were assembling at the same time."<sup>76</sup>

This is an assumption from the FAA Staff Report which would have made sense if they had not tracked in entirety Atta's timeline as we have done. If they had tracked Atta from the very beginning, as opposed to just his final day in Portland, it is doubtful they would have finalized their assumptions on assumptions. At least three persons either looking like Atta or using his surname was circulating around the U.S. Furthermore, Atta arrived much earlier in the States as opposed to the FBI's account. He arrived in April 2000 and not in June 2000 for the first time. Testimony from librarians (will be given below) and from the U.S. Agricultural Department (given earlier) confirm this.

The FBI Timeline then reports that both men were seen at the Jet Port gas station. The image frames have no date or time, only a time, date, and location which has been manually inserted. (Above image) The date looks like it was cropped; this was most probably done due to the image frame released to the public domain from the FBI at Moussaoui's trial which depicts time, date, but no location; however, the date is **Monday, November 10, 2001**, which makes Atta's appearance at this Jet Port Gas station **two months after 9/11**. Furthermore, the time shows it to be 8:28:29P (p.m.?) Even if Atta was still alive, it is doubtful he would venture back to the scene of the crime; or would he? Many murderers do.



*From FBI Exhibit  
Note the discrepancy of the date*

---

<sup>76</sup> FAA Report footnote #16: "As the operational leader, Atta would have been particularly inclined to have such concerns and may have believed he was the one most likely to have been identified and placed under surveillance by U.S. authorities."



## Mohamed Atta's Shirt



There is no clue in the above image if this is a.m. or p.m. regardless of the brightness in the image. It could very well have been morning, or a brightlit night environment. It is surprising FBI investigators would add this image into a trial case as evidence, since it has many discrepancies, especially regarding the date. It is probable they directed their attention more toward what Atta was wearing (the distinctive black and white shirt) which they say was found in a trash can outside the Comfort Inn (Portland).

One more CCTV traces only Atta this time (right image) walking into the Wal-Mart; no date or time can be seen upon his entrance.

The FBI Timeline reports Atta purchased a “six volt battery adapter” when he went to the Wal-Mart and it does not specify he purchased box-cutters as rumoured.

## Wal-Mart

9/10/01



9:22 pm

451 Payne Road  
Scarborough, ME

WORKING DRAFT CHRONOLOGY OF EVENTS FOR HIJACKERS AND ASSOCIATES								
REQ 7-VII 3278	A	B	C	D	E	F	G	H
	9/10/2001	O		Mohamed Atta and Al Omari at Wal-Mart, 451 Payne Road, Scarborough, Maine.	Witness Interview by Boston Division;	Mohamed Atta	Six volt battery adapter purchased, Walmart transaction on video, not reviewed.	280350-302, S. 64615
			Abdul Alomari					

*FBI Timeline of Atta showing item purchased*

Upon Atta's exit, the time 21:39:03 p.m., is recorded, but still no date. Note the times on the last three exit frames in the image that follows.





The times on the exit frames do not match the actions of the person walking out of the store. This capture on CCTV would establish an alibi that Atta went into Portland's Wal-Mart to buy box-cutters. This means he would have been detected with carrying box-cutters as he passed through airport security checkpoints the following morning. Yet Atta was not detected with box-cutters on his person, and passed into the boarding area without raising suspicions. The only time the public hears of box-cutters, is from the flight attendants who called Air Traffic Control. Furthermore, box-cutters were not allowed pre 9/11.

CBS News.com
CBS Evening News
The Early Show
48 Hours Mystery
60 Minutes
S

CBSNEWS

VIDEO U.S. WORLD POLITICS ENTERTAINMENT HEALTHWATCH MONEYWATCH T

BLOGS Hotsheet Crimesider HealthPop Investigates More WEBSHOWS 60 Overtime What's Trending Wa

February 11, 2009 8:56 PM
PRINT TEXT

## Boxcutters Weren't Allowed Pre-9/11

Add Comment Have Your Say
Email Story Send to a Friend
Share This Tell Your Friends
Tweet This Tweet This
More Share It

(AP) A manual written by the airline industry years before the Sept. 11 attacks instructed airport screeners to confiscate from passengers boxcutters like those used by the hijackers, documents show.

Though the federal government did not specifically bar the objects before Sept. 11, the airlines were in charge of security and the manual they compiled was the guidebook for determining what items could be brought aboard flights.

The instructions were part of the Checkpoint Operations Guide, a manual issued by the Air Transport Association, which represents the major airlines, and the Regional Airline Association, the trade group for smaller carriers. The groups issued the guide to carry out Federal Aviation Administration regulations.

A copy of the 1994 manual was obtained by The Associated Press.

FAA spokeswoman Laura Brown said keeping boxcutters off planes was an industry requirement, not a government order. She said the FAA allowed airline passengers to carry blades less than four inches long before Sept. 11. Government rules now prohibit such items.

Other items allowed into airplane cabins, according to the manual, included baseball bats, darts, knitting needles, pocket utility knives less than four inches long and scissors.

ATA spokesman Michael Wascom would say only: "Boxcutters were not prohibited by the FAA on 9-11-01." Officials of the regional airlines group declined comment.

Former FAA chief counsel Kenneth Quinn, now a lawyer representing several security companies, said the agency, not the industry, was responsible for keeping boxcutters off planes. "There's only one way to prohibit items from being carried on board airplanes, and that is through mandatory security directives from the FAA," Quinn said.

Before the terrorist attacks, the industry was responsible for security, under FAA oversight. The

\$15 billion airline aid bill enacted shortly after Sept. 11 limited the airlines' liability to the amount of their insurance coverage. The House Republican version of legislation creating a Homeland Security Department would give the same liability limits to screening companies.

The fact that a boxcutter got aboard an airplane isn't going to guarantee victory in a lawsuit, said Dean Headley, associate professor of marketing at Wichita State University and co-author of an annual study on airline quality.

"I just don't think there is going to be a lot of lawsuits won or lost on that particular item," Headley said. "Other things that were equally or more potentially lethal were allowable and certainly not excluded."

The manual for security screeners was issued by the airlines' trade groups to comply with FAA regulations and was in effect at the time of the terror attacks. The document lists boxcutters and pepper spray as items not allowed past security checkpoints. Screeners were told to call supervisors if they found either item.

Attorney General John Ashcroft said some of the hijackers used boxcutters to take over the planes, and the indictment of alleged hijacking coconspirator Zacarias Moussaoui charged that Mohammed Atta, the leader of the hijackers, had pepper spray.

"We actually had rules and regulations to stop this," said former Transportation Department Inspector General Mary Schiavo, now a lawyer suing United Airlines and American Airlines on behalf of families of Sept. 11 victims.

Paul Hudson, head of the Aviation Consumer Action Project, an advocacy group, said this latest revelation is another reason for an independent commission to investigate Sept. 11.

"The congressional committees, while they did investigate intelligence and law enforcement, really haven't touched on airline security, as was operated by the airlines and regulated by the FAA," said Hudson, who lost his daughter in the 1988 bombing of Pan Am Flight 103.

By Jonathan D. Salant

© 2009 The Associated Press. All Rights Reserved. This material may not be published, broadcast, rewritten, or redistributed.

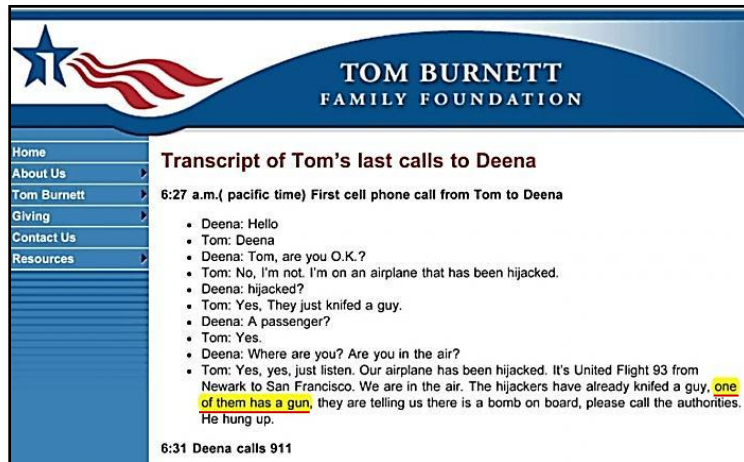
\*Fair Use: For more information see footnote. <sup>77</sup>

What is disturbing is that two firearms were also reported to be on two hijacked planes: One on Flight AA11...

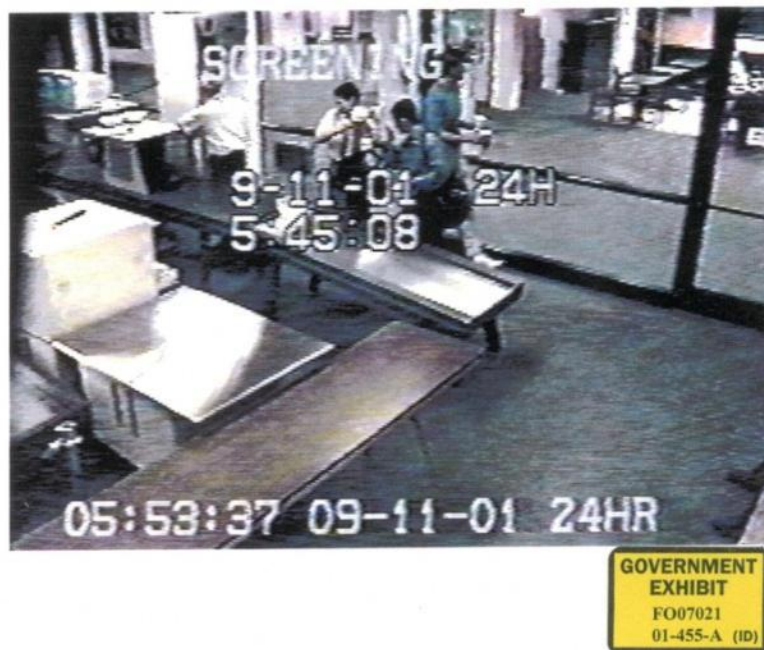
Chronology ADA-30, Operations Center Terrorist Attacks NY-DC 9/11/01	
TIME	Remarks
0835	Received call ANE/Barry of possible hijack AAL11, B767, Bos-Lax, pilot keying mike and intruder in cockpit,* stating Don't move or I'll kill you.
0836	ACI/Smith conf with ANE ROC and command center.
0840	Received via conf with ANE/ROC Acft heading toward JFK.
0842	Via conference with ANE ROC reported a flight attendant has been stabbed.
0844	Via conference with ANE ROC reportedly a passenger had been shot.
0845	Received a report via conf with ANE ROC that an aircraft had hit the World Trade Center in New York City.
0850	

<sup>77</sup> [<http://www.law.cornell.edu/uscode/17/107.shtml>]

Another on Flight UA93...



Why Atta and al-Umari were in Portland to fly out the following day to Boston will be made clear as we continue. On September 11, 2001, Atta and al-Umari check out of the Comfort Inn in Portland. The blue Nissan rental is driven into Portland Airport parking area at 05:41 a.m. They are then picked up by airport security CCTV at 05:53:37 a.m., to board Colgan Air Flight 5930 which will depart at 06:00 a.m. This gives the men a very short timeframe, around 5 minutes to board Colgan Air Flight 5930. (Below image)



*There are two timelines in this frame:  
Screening time 05:53:37 a.m. / CCTV time 05:45:08 a.m.*

Atta is seen in a blue shirt on the left; al-Umari on his right in a pale white coloured shirt. (Reversed image) The security attendant has his back turned to the three individuals.

The flight which Atta and al-Umari will board (Colgan Air Flight 5930) will fly both of them back to Boston where they will allegedly catch Flight AA11 which would have departed at 08:00 a.m., though it was a cancelled flight on that day as we saw earlier.

The 9/11 Commission could never explain why Atta and al-Umari left Boston the day before the attacks to go to Portland, then fly out of Portland back to Boston to hijack the aircraft. However, this is not reported clearly in the FBI Timeline we have been tracking.

We do not know how both men left Boston for Portland on September 10. All we know is that they are seen by many witnesses, including CCTV frames having them stay overnight in Portland attracting attention to themselves creating not one, not two, but more than five alibi incidents until they both caught a flight from Portland back to Boston to hijack the cancelled Flight AA11 which would have departed in 2 hours' time. One could pose the question: Why not hijack a flight from Portland (which was not cancelled to fly) as opposed from Boston? The answer follows.

There seems nothing peculiar about Colgan Air Flight 5930 (Beechcraft 1900 with tail #N15301) which was operated under a code share and service agreement with U.S. Airways. The Captain was Jody Anderson with his First Officer and Flight Attendant, Kenneth Anderson. If the two alleged hijackers needed an aircraft to crash into the WTC, they could have boarded any airliner from Portland instead of boarding Colgan Air Flight 5930 which was a small aircraft to take them back to Boston. It is not reasonable to suggest, as the FAA Staff Report suggests, that Atta flew back to Boston to babysit the other alleged hijackers. Criminals of this type do not take likely to babysitting manoeuvres.



*Beechcraft 1900*

Let us follow the official FAA Report as to how these two men boarded the Beechcraft 1900 (above image). Some interruptions will be added to specify and/or to elaborate:



05:43 a.m., Atta and al-Umari checked in at the US Airways counter at the Portland Jetport. Atta checked two bags, al-Umari none.<sup>78</sup> The agent who checked in the two hijackers recalled that when he handed Atta his boarding pass, Atta asked why he was not given a boarding pass for his connecting flight on American Airlines from Boston to Los Angeles.

**Notice** how this supports Flight AA11 was not scheduled to fly for September 11. The alleged hijackers were not given their boarding passes for their connecting flight, due to the cancellation. It is very strongly believed that Atta knew this, but not al-Umari. It should be remembered that al-Umari had two events which would have stopped him from boarding Flight AA11: Relinquish his cash; steal his airline ticket.

The agent explained to Atta that he would have to check in with American Airlines in Boston to obtain the boarding pass for the second leg of his itinerary.

**Notice** this almost never happens. When you have a connecting flight to make, and to eliminate the risk of losing your connection, you are always given your connecting flight boarding pass when you initially check in at the boarding area. Also notice how we are not given the reason for this detour, as the FAA Report continues, and how the FAA deals with this event where they subject Atta to emotions of anger:

The agent remembered that Atta clenched his jaw and looked as though he was about to get angry. Atta stated that he was assured he would have ‘one-step check-in.’

**Notice** how correctly Atta behaves as regards his boarding. He would have been frustrated if he did not know about the cancellation of Flight AA11. If the above actions are true, then Atta seemed to be angry for al-Umari’s benefit. Remember Atta became an Advantage Profile (#IHOIL56) with American Airlines to have passenger advantages/benefits. This Advantage Profile was created by “Atta #2” in New Jersey on August 25, 2001. Indeed Atta, with his Advantage Profile account would have “one-step check-in.”

The agent told them that they had better get going if they were to make their flight. He said that Atta looked as if he were about to say something in anger but turned to leave. Both Atta and al-Umari departed for the security checkpoint. When he checked in at the Portland airport, Atta was randomly selected for additional security scrutiny by the Computer Assisted Passenger Prescreening System (CAPPS). The Federal Aviation Administration (FAA), required air carriers to apply the system to their passengers to identify those who might be a security risk.

FAA rules required that the checked bags of CAPPS selectees be screened for explosives, or their bags held off the airplane until the passenger boarded.

---

<sup>78</sup> FAA Report footnote #3: “Michael T. interview, (May 27, 2004); FBI report of investigation, interview of Diane G. Sept. 19, 2001.”

One could debate that “CAPPS selectees be screened for explosives.” The screening process detects metal objects; explosives are contained (or covered) in plastic.

Because US Airways at Portland Jetport did not have explosives detection screening equipment for checked bags at that time, Atta’s luggage was subject to the matching procedure. The application of this procedure was designed to stop a non-suicide bomber—one who might place a bomb in a bag and then leave the airport. At this time the FAA believed that such bombers were among the greatest threats to civil aviation security.

Again, this is debatable: If a bag is left behind, as the FBI announced, and did not make the on-going flight, then it would be a contradicting procedure from luggage employees not to have all bags boards their allocated flights as opposed to having the bag(s) roaming around airports. Since “the FAA believed that such bombers were among the greatest threats to civil aviation security,” it is peculiar luggage employees did not also abide by these same concerns.

The checkpoint videotape was seized as evidence by the FBI and reviewed by the Commission. The videotape showed that Atta and al-Umari entered the walk through [a] metal detector at 05:45:03 a.m. A screener was stationed at the device to monitor the screening. Though not conclusive, the video suggests that neither of the subjects set off the metal detector.

This would confirm that neither Atta nor al-Umari was carrying metal objects like box-cutters or guns. Unless officials confirm that Daniel C. Lewin, the ex-Israeli Commando did not carry on board Flight AA11 a weapon, then either the latter did, or Atta or al-Umari carried a weapon on board that flight. There were numerous reports from ground controllers (interviewed by the FBI) who stated a gun was fired on board Flight AA11. If this gun belonged to the pilot, a rule rescinded in June 2001, we do not know.

Both Atta and al-Umari proceeded from the magnetometer immediately to the X-ray belt. Atta picked up a black shoulder bag. Al-Umari claimed a similar bag, and also a smaller black case that he held in both hands. The item cannot be identified but resembled a camera or camcorder case. Neither of the bags was physically examined by a screener, a step that is required if the X-ray monitor displays a suspicious item. Both of the subjects passed out of view of the video camera at 05:45:15 a.m.

Seating aboard the Colgan flight was open rather than assigned. Eight passengers boarded the flight, including Atta and al-Umari. The flight crew included a pilot and a first officer who also served as the flight attendant. Atta and al-Umari were the last to board the aircraft and sat in the last row of the plane—row 9.

Who witnessed Atta and al-Umari’s boarding onto the Colgan flight to support this claim for the FAA? We have no passengers coming forward as witnesses stating Atta and al-Umari boarded and sat on the plane in row 9; this was just coming from the airlines. The manifest was then handed to the FBI, who in turn inserted it in their report entitled: “The Final 24 Hours,” which was issued in December 8, 2003. We do not know if a boarding list was requested by the FBI.



The FAA Report states that “Atta purchased two Victorinox Swiss Army knives at the Zurich Airport on July 8, 2001, and a Leatherman multi-tool in Boynton Beach, Florida, on August 30, 2001.” But this turns out not to be true. Atta, according to the FBI’s own Timeline, is reported being in Spain on July 8, 2001, as seen in the following extract. Where the FAA Report was getting their information from is unknown. It was not from the FBI.

2287	7/8/2001	ID	Mohamed Atta	At 13:58, Mohamed Atta utilized a public internet terminal (IP217.127.194.17) at the Barajas Airport to create a second	A subsequent investigation revealed that this IP address was assigned to TELEFONICA DATA ESPANA.	280350-MD, SERIAL 138.
------	----------	----	--------------	---	--	------------------------

*FBI Timeline on Atta*

The FBI Timeline does however report Atta buying “a Leatherman multi-tool in Boynton Beach, Florida, on August 30, 2001,” which contained “a knife.”

Who reported to the FBI that Flight AA11 was scheduled to fly out of Boston at 07:45 a.m., could only have been coming from American Airlines after a response to the 9/11 Commission questions for the record, on March 15, 2004.

From September 2001 until March 2004, when the American Airline Company was asked to verify if Flight AA11 flew on 9/11, there was never any official report from the company only mainstream media reports and of course FBI statements. Everyone, including the public believed Flight AA11 left Boston. It was only until the BTS and the NTSB released their statistic reports when doubts began to surface if Flight AA11 actually departed Boston Airport. The American Airline Company began to give excuses of errors being made in their initial reports.

These reports always tend to assist in on-going investigations if an aircraft crashes; it is outrageous such reports were created erroneously by the airline company. As an additional factor, let us remember what Betty Ong (Flight Attendant) stated when she first called American Airlines at 08:18 a.m. She identifies the aircraft as Flight AA12, the return flight of AA11. Furthermore, she is asked very specifically by American Airlines if she has talked to anyone else on the ground about their situation. Betty Ong replies she has not.

The entire hijacking conversation was between Betty Ong and American Airlines, with AA Agent, Winston Sadler and Operations Agent, Nydia E. Gonzalez. We later learn, through the 9/11 Commission, that the tape recorded that day was “destroyed.”

The person, who “destroyed” the tape, also destroyed evidence at the time in an on-going criminal investigation. This person has never been identified, nor prosecuted by the U.S. Criminal Justice for his action of obstruction and abetting.



U.S. Department of  
Transportation

Office of the Secretary  
of Transportation

The Inspector General

Office of Inspector General  
Washington, D.C. 20590

FAA

May 5, 2004

The Honorable Thomas H. Kean  
Chairman  
National Commission on Terrorist Attacks  
Upon the United States  
301 Seventh Street, SW  
Room 5125  
Washington, DC 20407

Dear Governor Kean:

Enclosed is a copy of our report to Senator John McCain, Chairman, Committee on Commerce, Science and Transportation, which we transmitted on May 4, 2004.

As requested by Senator McCain, we investigated (a) FAA's reported lack of responsiveness in providing the Commission with requested documents and materials, prompting the Commission to issue a subpoena for records on October 16, 2003; and (b) a specific allegation, initially identified by the Commission staff, that FAA had destroyed an audiotape that had been made at its New York Air Route Traffic Control Center (New York Center) of controller accounts of their actions and observations on September 11, 2001, shortly following the attacks. The Commission had learned of the tape, and its alleged destruction, during its interviews of New York Center personnel between September and October 2003.

Our investigative findings and recommendations concerning the alleged destruction of the audiotape are detailed in our report to Chairman McCain. In brief, we found that shortly before noon on September 11, the Center Manager directed the audiotaping of controllers' statements regarding their actions and observations that morning about the hijacked aircraft. We identified six controllers who gave tape-recorded statements, and determined that their statements were recorded on a single audiotape. We further found that the Center's then-Quality Assurance Manager--of his own volition and without consulting anyone--destroyed the tape, out of his personal concern that the tape never should have been made, because he considered it contrary to FAA policy and felt the controllers were not in the correct frame of mind to have properly consented to the taping. The Quality Assurance Manager told us that sometime



AIRPORT SECURITY

## Feds: Airport security firm to admit violation

October 20, 2001

Share Twitter Email

Recommend

Sign Up to see what your friends recommend.

Seventeen months after three managers pleaded guilty to breaking FAA rules by allowing untrained employees -- some with criminal backgrounds -- to operate airport checkpoints, an airport security firm is expected to admit it failed to complete court-ordered background checks on its employees, the U.S. Attorney said Saturday.

The admission will be made under the terms of a proposed settlement with the federal government.

Representatives of Argenbright Security Inc. were not immediately available for comment.

The agreement, posted on the Department of Justice's Web site, calls for a series of corrective measures, including extending Argenbright's original three-year probation to five years, ending in October 2005.

Other terms would require "fingerprint based criminal background checks" on airport service employees, who would be barred from working in sensitive positions until results of the checks show they have not been convicted of a disqualifying crime.

Three Argenbright managers pleaded guilty in May 2000 to crimes involving Argenbright's employment practices at Philadelphia International Airport. The company was put on probation for three years, ordered to pay \$1.55 million in fines and restitution and put on "a mandatory and comprehensive compliance program."

Last week, the Department of Justice filed a motion against Argenbright charging violations of the probation.

A subsequent Department of Transportation audit of the company's operations at 14 airports found the company was still employing numerous airport screeners who had been convicted of crimes that should have disqualified them.

In the proposed settlement, Argenbright is expected to admit failing to complete required audits through April 2001. Limited audits that were performed uncovered regulatory violations.

In addition, the company failed to obtain third-party verifications of 22 of 34 operational audits conducted since August.

The Georgia-based firm provides security at Philadelphia International Airport and airports nationwide including Newark International Airport, Boston's Logan International Airport, Chicago's O'Hare International Airport and Washington Dulles International Airport.

Two of the four planes taken over by hijackers in the September 11 terrorist attacks took off from Logan and one plane each took off from Dulles and Newark.

\*Fair Use: For more information see footnote. <sup>79</sup>

<sup>79</sup> [http://www.law.cornell.edu/uscode/17/107.shtml]



When both Atta and al-Umari allegedly enter Boston to board Flight AA11, the FBI base this on eyewitnesses and airline company flight records, as opposed to confiscating the CCTV from the security area of Boston Logan International Airport, just as they rightly did with the Pentagon attack. Boston Airport CCTV would show Atta and al-Umari at Boston Logan, and also show them going through airline security checkpoint. So why didn't the FBI confiscate the Boston Logan International Airport CCTV? Because there was no CCTV; the airport had no such facility. This is not airport security procedure; at least not in Europe.

Furthermore, the FBI should know better that eyewitnesses are very unreliable and airline flight records can be manufactured as the White House was accused of manufacturing a document to bogusly connect Saddam with al-Qa'ida as the *Los Angeles Times* reports.

## Los Angeles Times

*Did White House fake link between Saddam and al-Qa'ida?*

*August 5, 2008*

Los Angeles Times

National

You are here: LAT Home > Blogs > Countdown to Crawford

News/Opinion

California | Local

National

World

Business

Sports

Washington

Science

Environment

Opinion

Arts/Entertainment

Entertainment

The Guide

Company Town

Arts & Culture

Calendar

The Envelope

TV Listings

Movie Showtimes

Living

Travel

Health

Autos

Home & Garden

Food

Image

Books

Brand X

Data Desk

Video

Photography

Obituaries

Crosswords/Sudoku

Your Scene

Blogs

Columnists

Print Edition

Readers Rep

Corrections

All Sections

Buy, Sell & More

Jobs

Cars

Real Estate

Foreclosures Sale

Rentals

Personals

Local Values

Coupons

Newspaper Ads


COUNTDOWN TO CRAWFORD

THE LAST DAYS OF THE BUSH ADMINISTRATION

« Barack Obama links John McCain to Bush-Cheney oil policies | Main | Cheney as Elvis: He'll never leave the building »

Did White House fake link between Saddam and Al Qaeda?

10:44 AM PT Aug 5, 2008



First, former CIA Director George Tenet told the president it was a "slam dunk" that Iraq had weapons of mass destruction. Then came efforts by the Bush White House to discredit critics, like ambassador Joe Wilson, who questioned the wisdom of going to war in Iraq.

Now comes a new book by author Ron Suskind claiming that the White House ordered the CIA to forge and backdate a handwritten letter from the head of Iraqi intelligence to Saddam Hussein to link the Iraq regime to Al Qaeda. The White House calls the assertion nonsense.

In "The Way of the World," to be published today, Suskind writes:

The White House had concocted a fake letter from Habbush to Saddam, backdated to July 1, 2001. It said that 9/11 insider Mohammed Atta had actually trained for his mission in Iraq — thus showing, finally, that there was an operational link between Saddam and al Qaeda, something the vice president's office had been pressing CIA to prove since 9/11 as a justification to invade Iraq. There is no link.

Suskind says the order to forge such a letter was written on "creamy White House stationery" but gives no details about how it was created or how it was delivered to Iraq.

The White House dismissed the accusation as so much sensationalism from a sensationalizing journalist. According to a story about the forgery in Politico, spokesman Tony Fratto said, "The allegation that the White House directed anyone to forge a document from Habbush to Saddam is just absurd."

Tenet weighed in to defend the administration, issuing a statement saying:

Follow Us on Twitter

Weekly remarks: Cathy McMorris Rodgers asks where the jobs are: Obama says Amers must work together on debt [#c2](http://lat.ms/guGScRt0ot) about an hour ago

240 mi above New Zealand Atlantis docks: w/International Space Station. It was the 12th & final Atlantis visit there. #NASATweetup about 2 hours ago

UPDATED Sunday Show Guide: Pawlenty Lagarde Sessions Gethner Santorum McConnell McCarthy Nelson [#t0ot](http://lat.ms/rmryGauP) @sgp #s2 about 6 hours ago

Get The Ticket's breaking political news and political backgrounders instantly via Twitter.

DOWNLOAD

PLAY NOW

Recent Comments

I feel George W. Bush did the best that ... comment by Linda

mr obama i would like to visit the natio... comment by dorte dominic james

Why is Tenet breaking Bushs jacket-in-th... comment by Bob

Id like to see all of you try to be the ... comment by Joe

People who are eager to see a President ... comment by Jumbuk

I like Bush. He was a great president. H... comment by helio

Place an Ad

In the Newspaper

Online

Settings/Services

Sign In

Register

Personalized News

E-Mail Newsletters

RSS Feeds

Help

Contact Us

L.A. Times Archives

Reprint Requests

Work for Us

Home Delivery

Customer Support

Subscribe

There was no such order from the White House to me nor, to the best of my knowledge, was anyone from CIA ever involved in any such effort.

Asked about Tenet's response to claims of a forgery on the "Today Show" this morning, Suskind dismissed it as "part of George's memory issue."

Suskind was last in the news for co-authoring former Treasury Secretary Paul O'Neill's kiss-and-tell memoir, "The Price of Loyalty." He is not viewed as a friend of the Bush White House. As Fratto said:

Ron Suskind makes a living from gutter journalism. He is about selling books and making wild allegations that no one can verify, including the numerous bipartisan commissions that have reported on prewar intelligence.

On the same day Suskind's book was published, a conservative national defense analyst issued a report saying that there were WMD and that the president kept quiet about a discovery that could have blown his critics out of the water to keep terrorists in the dark.

Retired Maj. Gen. Jerry Curry, who ran for the Republican nomination for president this year, reported in a national security blog item that U.S. operatives secretly transported Iraqi uranium to Canada for examination during a two-week airlift from Baghdad that featured a ship voyage crossing two oceans. He said of Bush:

He made a very brave stand, a resolute stand ... in which he decided that he wasn't going to blab everything to the press ... And in the meantime while he kept it quiet, he was buying time from the terrorists to get all that stuff out of the country. So that's what was done -- he just very quietly kept his mouth shut.

The press beat him to death for the last several years, and now it turns out that, yes, there were weapons of mass destruction.

-- Johanna Neuman

Photo: President Bush at a 2003 briefing with, from left, Vice President Dick Cheney, CIA Director George Tenet and Chief of Staff Andrew H. Card Jr. Credit: Eric Draper / White House

117

## The Times

*Bush 'tried to lure Saddam into war using UN aircraft'*

*February 3, 2006*

Bush 'tried to lure Saddam into war using UN aircraft' - Times Online

THE TIMES | THE SUNDAY TIMES | TIMES+

**THE TIMES**  
**THE SUNDAY TIMES**

Archive Article Please enjoy this article from The Times & The Sunday Times archives. For f

From The Times

February 3, 2006

### Bush 'tried to lure Saddam into war using UN aircraft'

By Rosemary Bennett and Michael Evans

PRESIDENT BUSH had plans to lure Saddam Hussein into war by flying an aircraft over Iraq painted in UN colours in the hope he would shoot it down, a book reveals.

Mr Bush told Tony Blair of the extraordinary plan during a meeting in the White House on January 31, 2003, six weeks before the war started, according to an updated version of *Lawless World* by Philippe Sands, a human rights lawyer. He says the President made it clear that he had already decided to go to war, despite still pressing for a UN resolution.

"The US was thinking of flying U2 reconnaissance aircraft with fighter cover over Iraq, painted in UN colours. If Saddam fired on them, he would be in breach," the book reports Mr Bush telling Mr Blair at the meeting.

If the U2 idea was a serious proposal, it would have made sense only if the spy plane was ordered to fly at an altitude within range of Iraqi missiles. Mr Bush's reference in the recorded conversation to the U2 being escorted by fighter aircraft indicates that that is what he had in mind.

The U2, America's most sophisticated aerial reconnaissance aircraft, can operate at 90,000ft, taking high-resolution photographs of targets. At this altitude, the U2 would have been beyond the range of Iraqi surface-to-air missiles.

U2s were made available to the UN weapons inspectors to help them in their search for Iraq's weapons of mass destruction (WMD). But there has never been any suggestion until now that Mr Bush had thought about painting one of them in UN colours to deceive Saddam.

Later in the same meeting the President said it was also possible that a defector could be brought out who would give a public presentation about Saddam's WMD, and there was a small possibility that Saddam would be assassinated.

The book also claims that the President "thought it unlikely that there would be internecine warfare between the different religious and ethnic groups".

President Bush also made clear, according to the book which was featured on *Channel 4 News*, that he would go to war irrespective of whether there was a second UN resolution.

"The US would put its full weight behind efforts to get another resolution and would 'twist arms' and 'even threaten'. But he had to say that if, ultimately, we failed, military action would follow anyway," the book said.

The section of the book is based on a memo of the meeting. Mr Blair responded that he was "solidly with the President and ready to do whatever it took to disarm Saddam". But the Prime Minister said that a second Security Council resolution would provide an insurance policy against the unexpected, and international cover, including with the Arabs.

Mr Sands' book says that the meeting focused on the need to

Bush 'tried to lure Saddam into war using UN aircraft' - Times Online

identify evidence that Saddam had committed a material breach of his obligations under the existing UN Resolution 1441. There was concern that insufficient evidence had been unearthed by the UN inspection team, led by Dr Hans Blix.

That was why other options, such as the aircraft in UN colours, were considered.

Last night Sir Menzies Campbell, acting Liberal Democrat leader, said: "If these allegations are accurate, the Prime Minister and President Bush were determined to go to war with or without a second UN resolution, and Britain was signed up to do so by the end of January 2003."

He added: "By then it was clear that there was no credible evidence of weapons of mass destruction, the stated justification for the moves against Saddam Hussein. The fact that consideration was apparently given to using American military aircraft in UN colours to provoke Saddam graphically illustrates the rush to war."

Contact us | Terms and Conditions | Privacy Policy | Site Map | FAQ | Syndication | Advertising

© Times Newspapers Ltd 2010 Registered in England No. 894546 Registered office: 3 Thomas More Square, London, E98 1XY

\*Fair Use: For more information see footnote. <sup>80</sup>

<sup>80</sup> [http://www.law.cornell.edu/uscode/17/107.shtml]

Atta and al-Umari, the two main alleged hijackers and leaders of Flight AA11, were not on that aircraft. One certainty exists regarding leaders: They never get their own hands dirty regardless if they are fanatics or just plain supporters for benefit, because motive is rarely unselfish. Another certainty exists: The powerful must always show they are powerful; it is their weakness.

The power that Atta showed during his time spent in America was diversions, false travel itineraries, bogus documentation, false trails, purposeful alibis, and, his final disappearance.

000000625

3432	9/15/2001	FIN	Mohamed Atta/MARWA N.A.					Suntrust
------	-----------	-----	-------------------------------	--	--	--	--	----------

SECRET

295/297

295

11/14/2003 7:53 AM

*This information should not be redacted: It has always depicted a bank transaction.  
Who was making transactions from Atta's bank account on September 15, 2001?*

After September 11, 2001, Portland became a busy town. "The FBI effort in Greater Portland is part of the most intensive and high-stakes investigation in the agency's history, the kind of mobilization not seen since the assassination of President John F. Kennedy." The *Portland Press Herald* reported on October 14, 2001. "It is a criminal investigation," said Lee Colwell, Director of the University of Arkansas System's Criminal Justice Institute and former second-in-command of the FBI. "The goal of the investigation must be to establish as clearly as possible exactly what happened, how it happened, who was involved, who assisted and who abetted the effort in any way."

Portland police interviewed two employees at the Portland Public Library who were sure they saw Atta on several occasions **prior to September 10**. Spruce Whited, the head of security at the library, said he first saw a man he is convinced was Atta in **April 2000**. He said the man came to the library several times, using the computers. "I only recognized him because he'd been here a few times," Whited said, as reported in the *Portland Press Herald* on October 5, 2001. According to the paper report, Whited did not only see Atta: "I remember seeing (Atta) in the spring of 2000. I have a vague memory of a second one who turned out to be Atta's cousin."<sup>81</sup> This was supported by a report in the *Boston Herald* on October 5, 2001.

When Whited was questioned by reporters if he had been visited by the FBI, he said no investigators have asked to look at the library's computers, nor had the FBI interviewed him. This was noted in the *Portland Press Herald* on October 5, 2001.

Kathy Barry (reference librarian) also reported seeing Atta, whose photograph was distributed widely through the media since the attacks. "It was either him or his twin brother," the librarian said to reporters at *Newsday* on November 18, 2001.

That the FBI would not interview the library employees, was due to the official theory also posted in the *Miami Herald* on September 22, 2001, and the *Australian Broadcasting*

<sup>81</sup> Atta's cousin had been identified as Marwan al-Shehhi.



*Corporation* on November 12, 2001, that Atta had not arrived in the States until June 3, 2000. Therefore, the witnesses could not have seen Atta two months before. This goes in accordance to the FBI Timeline which reports that Atta, in April 2000, was in Germany writing directly to the Academy of Lakeland in Florida. Let us remember the discrepancies with Atta's pre-arrival to the States which was given earlier.

On June 1, 2000, Atta purchases a bus ticket (cash); the bus belonging to Tourbus S.A. departs from Cologne at 4 p.m., and takes him to Prague. In Prague, the following day (June 2) Atta purchases an airline ticket (cash) for Czech Airlines Flight 52 which departs June 3; another connection for July 30 was not used. The ticket information is not given by the FBI; however, it is given by the 9/11 Commission Timeline.

Date	Airlines	Route
June 3, 2000	Czechoslovakian Flight CSA52	Prague - Newark, New Jersey
July 30, 2000	Czechoslovakian Flight ?	Newark, New Jersey – Prague (not used)

That the 9/11 Commission had this information instead of the FBI, could be put down as the FBI at the time did not have this flight information. If they had it, they would easily have redacted the information if it was a national security risk. The 9/11 Commission was not a law enforcement agency, nor was it responsible to collect information missed by the FBI. This allows us to believe the possibility that Atta was seen around April 2000 in Portland.

Also keep in mind Kathy Barry's words when she said: "It was either him [Atta] or his twin brother;" and throughout the FBI Timeline, there were many impossibility turn ups where at least three persons identified as Atta were in three different places at the same time.

Many more witnesses confirm the library employees on seeing Atta in Portland before June 3, 2000. Furthermore, investigators began to receive hundreds of calls from Portland, where residents claimed to have spotted Atta several times earlier in the year, the *Portland Press Herald* continued to report, as the *New York Post* held a parallel story on this subject during October 2001.

*Portland Press Herald* on October 5, 2001, further reported: "There were other reported sightings too, including a worker at Micucci's Grocery on India Street who is convinced he saw Atta in late August; former state Rep. Herb Adams, who believes he saw Atta at the Big Apple convenience store on Park Street this summer; and an employee at the Convention and Visitors Bureau on Commercial Street, who reported seeing two men she believed to be Atta and al-Umari."

Even the Portland Police Chief, Michael Chitwood, noted "There were sightings all over: At the library; the Chamber of Commerce, even that they were seen in the city's old port drinking," as the *Newsday* reported on November 18, 2001. But Police Chief Chitwood concluded later that "without hard evidence, there is no way to corroborate the sightings. No credit card receipts, no phone records, nothing to document it."

Up to this point (from newspaper reports), witnesses were claiming that Atta was seen in Portland in April of 2000, two months prior of official reports of his entry into the U.S. being June 3, 2000. However, no record of Atta's financial statements concur that any transactions were done in Portland in April 2000. If he entered the U.S. under an assumed name, we do not know.

### **Portland Press Herald**

*October 21, 2001*

On Wednesday, new reports surfaced about another potential terrorist link to Portland. A Saudi pilot, who is on an FBI watch list for people wanted for questioning about possible terrorist ties, told a Moroccan newspaper that he had left a small plane at the Portland jetport. Khaled Alzeedi, owner of an aviation company that operates in Delaware, Saudi Arabia and Morocco, had bought two small planes in Tennessee in the weeks before the September 11 attacks. Alzeedi and three of his assistants later flew one of the planes to Portland. Alzeedi said he dropped the plane at the jetport because he realized it needed a bigger fuel tank. He then left the country and said he planned to return, but could not because of the terrorist attacks.

The FBI says that Alzeedi, who is now in Morocco, is not believed to have any connection to the attacks. Yet, **the FBI refuses to say why they want to speak with Alzeedi** or why **his plane is under surveillance** at Northeast Airmotive Co., Portland's general aviation contractor. Portland Police Chief Michael Chitwood says he has a lot of unanswered questions about the plane and the Saudi pilot. He sent two detectives to Northeast Airmotive on Thursday, but employees there said the FBI told them not to talk with anyone about the plane. 'The FBI is saying there's no connection with this plane to Atta or September 11, but they're not sharing why they want to talk with the pilot,' Chitwood said. 'It bothers me. **If there's no big deal to this, then why the hell didn't the FBI tell us about this six weeks ago?**'

### **NewsChannel5**

*October 8, 2001* <sup>82</sup>

WTVF: Nashville - Alzeedi identified himself as the owner of Zidi Aviation, a Saudi Arabian company. A prototype Webpage developed for the company lists "pilot training" among its services and shows the cockpit of commercial jetliners. Zidi was also an authorized distributor of high-tech flight simulation equipment produced by a Boeing subsidiary. According to FAA records, Alzeedi ended up buying two Tampicos that had been listed on the Internet: Aircraft that he told service workers he planned to fly to Morocco in North Africa to train pilots.

FBI agents visited the Clarksville airport after the Sept. 11th attacks and questioned people about Alzeedi's activities. One airport worker described Alzeedi as a "good family man" and expressed doubt that he would be involved in such a horrible plot. In addition, *NewsChannel 5* has learned that Alzeedi may have had contact with two local FBI agents back in August at the

---

<sup>82</sup> [<http://web.archive.org/web/20021022152359/http://www.newschannel5.com/news/investigates/alzeedi.htm>]

Hilton Suites, just across from Nashville's arena. Alzeedi and his party kept three rooms there for about a month while they waited on the aircraft. Alzeedi listed Room 412 as his room.

One night, Alzeedi was inside Eddie George's Grill in the hotel, when someone apparently stepped on his foot. That's when, hotel workers say, he identified himself as an Iranian diplomat and demanded that the hotel compensate him for his injuries. Then, in late August, the hotel locked Alzeedi and his party out of their rooms because of an unpaid bill of approximately \$2,500. Inside the rooms, hotel workers found **satellite navigation equipment and wet suits**. Suspicious, they called the FBI.

It is believed that agents talked to Alzeedi at that point, but found nothing at that time to justify further investigation. Aviators say, when flying a single-engine plane across the Atlantic, such equipment can be just basic survival gear. Today, the phone number once listed by Zidi Aviation is out of service, and email sent to Zidi Aviation's publicized address have been returned as "undelivered mail."

### **Associated Press**

Randall Chase & John Solomon (Washington)

Del & Amanda Kell (Baltimore) <sup>83</sup>

Efforts to reach Alzeedi for comment were unsuccessful. The Jeddah, Saudi Arabia telephone number listed on Zidi Aviation's Website does not work, and e-mail sent to an address listed on the site was returned as undeliverable. Alzeedi and two or three other men stayed from Aug. 5 to Aug. 28 in three rooms at the Hilton Suites hotel in downtown Nashville, said Mark Moravec, hotel general manager. In the same period, Alzeedi was arranging the aircraft purchase from Outlaw Aircraft Sales of Clarksville, Tenn., about 60 miles northwest of Nashville. The company's airfield and hangars are less than a mile from Fort Campbell, Ky., home of the Army's 101st Airborne Division. Alzeedi bought two Tampico TB-9 airplanes: Small, single-engine, European-made aircraft often used for pilot training and by flying clubs. The planes were advertised on Outlaw's Website. Federal Aviation Administration records show the planes were registered Aug. 16 to Zidi Aviation Corp., which Alzeedi incorporated last year in Delaware. Alzeedi moved the planes to an unknown location, according to a law enforcement source who spoke on condition of anonymity.

Moravec said hotel management called the FBI in late August after there was a problem with Alzeedi's bill. "His credit card was declined and he was locked out of his room. Before he was locked out, security went in and found some items they thought were peculiar," Moravec said. Moravec declined to specify what was found. Two Nashville FBI agents went to the hotel to inquire about Alzeedi, law enforcement officials said. Moravec said the agents spoke with some hotel employees. Alzeedi left the hotel about a week later, settling the bill with a personal check, Moravec said. Since August, the FBI has not spoken with Moravec or any of his employees, Moravec said.

---

<sup>83</sup> [<http://multimedia.belointeractive.com/attack/investigation/1015tennessee.html>]

After the Sept. 11 attacks, Outlaw owner Robert Wyatt was questioned by the FBI. Wyatt was in Florida over the weekend and did not return several telephone calls from the *Associated Press*. FBI spokesman Jon Stephens in Nashville said he could not comment on whether Alzeedi was the subject of an investigation. Sidney Garnett, executive vice president of Registered Agents Ltd., of Wilmington, Del., acknowledged his company handled the incorporation of Zidi Aviation last year. He declined to comment further on Alzeedi or Zidi Aviation. He said an FBI agent showed up at his office two to three weeks ago with a subpoena for Zidi Aviation's records. "We turned over everything we had in that file to the local FBI office," Garnett said.

The company had a Website that showed the cockpit of commercial jetliners and listed services including pilot training and private shuttles. The site was changed this week to a black page listing the company's name, address and phone number in white print.

\*Fair Use: For more information see footnote. <sup>84</sup>

Alzeedi has two aliases: Khalid Al-Zeedi and Khaleed Al-Zedi. A question could be asked: Was Atta and al-Umari assisted to leave the United States on 9/11 from Portland by one of Khaled Alzeedi's small aircraft? Remember three points:

1. There are no CCTV images of Atta and al-Umari being present at Boston Logan International Airport. The CCTV image frames from Portland check in, could have been to board any plane leaving Portland that day.

2. Atta, knowing he will be committing suicide in a few months, reissues his lost Pilot Certificate. Why would he do that? He would not need this document unless he would be flying some aircraft other than Flight AA11. He would need his pilot license however if he flew out of Portland on one of Alzeedi's aircrafts.

3. Atta had rented small aircrafts and was flying "solo" after his flight training was over. He even telephoned and requested the assistance of the Miami International Airport to check the reaction of airport authorities when he by happenstance was "on a taxiway at the airport having trouble with his Piper aircraft N554HA." The aircraft was taken to Signature Aviation within the airport. The aircraft was not confiscated, and neither was Khaled Alzeedi's small aircrafts. Let us read again an important section from the *Portland Press Herald* published October 21, 2001:

"Khaled Alzeedi, owner of an aviation company that operates in Delaware, Saudi Arabia and Morocco, **had bought two small planes** in Tennessee in the **weeks before the September 11** attacks. Alzeedi and three of his assistants later **flew one of the planes to Portland**."

It is a strong and unshakable possibility this one plane owned by Khaled Alzeedi (flown weeks before 9/11 to Portland) was boarded by Atta and al-Umari after they finished their check in as seen in the CCTV image frames from Portland airport security. This would also answer the 9/11

---

<sup>84</sup> [<http://www.law.cornell.edu/uscode/17/107.shtml>]

Commission's question, where we left off, why both men left from Portland to fly to Boston and then catch Flight AA11 as opposed to catching the flight directly from Boston.

The FBI has always reported that not only Atta was a pilot, but also al-Umari was a pilot. Either one of these men could have flown that small aircraft out of Portland airport on September 11. Since Atta was the alleged hijack leader of Flight AA11, according to the FBI, there is doubt this man would have committed suicide whatever his religious or political beliefs were. The powerful must show they are powerful; it is their weakness: Atta's power was like the devil's power: Convince the world he does not exist; it is the greatest trick of all time.

PLEASE READ ALL INSTRUCTIONS BEFORE COMPLETING THIS FORM.

**L01000005291**

**LIMITED LIABILITY COMPANY REINSTATEMENT**

FLORIDA DEPARTMENT OF STATE  
Secretary of State  
DIVISION OF CORPORATIONS

DOCUMENT # **L01000005291**

1. Limited Liability Company's Name  
**KARAM, L.L.C**

2. Principal Office Address  
**4124 West Colonial Dr**

3. Mailing Office Address  
**4124 West Colonial Dr**

4. State/Country of Formation  
**FL**

5. Date Organized or Qualified To Do Business in Florida  
**04/05/2001**

6. FEI Number  
**59-3709710**

7. CERTIFICATE OF STATUS DESIRED ☐ \$5.00 Additional Fee required for a Certificate of Status

8. Name and Address of Current Registered Agent  
Name: **ERRAUDANI, JAMAL**  
Street Address (P.O. Box Number is Not Acceptable): **4757 G WALDEN GREEN CIRCLE**  
City: **ORLANDO** State: **FL** Zip Code: **32811**

9. I, being appointed the registered agent of the above named limited liability company, am familiar with and accept the obligations of Chapter 608, F.S.

Signature of Registered Agent: \_\_\_\_\_ Date: \_\_\_\_\_

REGISTERED AGENT MUST SIGN

10. Names and Street Addresses of Managing Members/Managers

Titles	Name of Managing Members/Managers	Street Address of Each Managing Member/Manager	City / State / Zip
MEM PRES	<b>JAMAL ERROUDANI</b>	<b>4757 G WALDEN GREEN CRL</b>	<b>ORLANDO, FL 32811</b>
MEM TRS	<b>EL HASSAN ERROUDANI</b>	<b>7812 BRIDGESTONE DR</b>	<b>ORLANDO, FL 32835</b>
MEM SEC	<b>MOHAMED ATTA</b>	<b>4124 West Colonial Dr</b>	<b>ORLANDO, FL 32808</b>

11. I certify that I am managing member/manager or the receiver or trustee empowered to execute this application as provided for in chapter 608, F.S. I further certify that when filing this reinstatement application the reason for dissolution has been eliminated, the limited liability company name satisfies the requirements of section 608.406, F.S., and that all fees owed by the limited liability company have been paid. The information indicated on this application is true and accurate, and my signature shall have the same legal effect as if made under oath.

Signature of Managing Member/Manager: **Elhanan** Date: **1/9/03** Daytime Phone # **(407)353 2166**

Typed or printed name of signing Managing Member/Manager: \_\_\_\_\_

**FILED**

**2003 JAN 13 PM 2: 59**

**DIVISION OF CORPORATIONS**  
**TALLAHASSEE, FLORIDA**

**500010047825**  
**01/13/03--01034--029 \*\*200.00**

There has never been an explanation by the 9/11 Commission nor by the FBI, why Atta and al-Umari's luggage was "left behind" at the airport and was not loaded onto the aircraft they were to travel on. This looks surely like some decoy which the FBI had to chase. As a result, they



would find passports, last Will & Testaments, and also all the other names of the alleged hijackers involved. Without this luggage, “hastily checked in at Portland, Maine” which was called the “Rosetta stone” of 9/11, the FBI would have had no clue as to the 19 alleged hijackers as the report from *Newsday* stated, which was given earlier on this section.

Khaled Alzeedi was not the only person involved in satellites. On August 28, 1998, a Pakistani newspaper (*DAWN*) connected an Iridium Middle East Corporation to be owned by Mawarid Overseas Company Limited, and Triniford Investments S.A., which is affiliated with the Saudi Binladin Group, that is among the largest industrial groups in Saudi Arabia.

#### **DAWN**

*Masood Haider*

*August 28, 1998*

The brother of Usama bin Laden is a director of a U.S. telecom giant, Iridium LLC, according to reports. Although the Clinton administration has made Usama the world's most wanted man, the rest of the family does millions of dollars in business with the U.S. reports say. Sheikh Hasan bin Laden, one of Usama's many brothers in a Saudi family of immense wealth and far-flung enterprises, is listed by the Securities and Exchange Commission as a director of Iridium LLC, the New York newspaper *Daily News* said.

Iridium, which plans to put the first global network of cell phones and pagers into operation next month, [September 1998] has launched satellites four times aboard China's Long March rockets. The launches by Iridium, Hughes Electronics and Loral Space and Communications triggered a furore in Congress this summer amid allegations that China picked up missile targeting know-how from its arrangements with the U.S. firms. Iridium confirmed that Hasan bin Laden is a director of the Iridium Middle East Corp subsidiary and that the Saudi bin Laden Group, the family's investment arm, has put money into the global phone link firm.

Mr. Mondale, nephew of the former vice president, was the first employee of Iridium and is the Senior Vice President, Strategic Planning for Iridium LLC. Before joining Motorola, he was a Vice President at Fairchild Space and Defense Corporation where he was responsible for the international and commercial activities of Fairchild Space from 1989 to 1990. Prior to joining Fairchild, Mr. Mondale was Legal Counsel to the then Space Division of Matra, S.A. (now Matra-Marconi Space, N.V.), based in Paris, France, following several years of private legal practice in Washington, D.C. Mondale has guided the marketing, strategic planning, and government affairs disciplines within the company since its inception.

Dr. Edward F. Staiano Vice Chairman and Chief Executive Officer, Iridium LLC and Chairman, Iridium World Communications, Ltd., before joining Iridium LLC was a 23-year veteran of Motorola credited with growing Motorola's General Systems Sector to record levels. The sector is composed of cellular infrastructure, cellular equipment, computer, and network management businesses. The Iridium system is backed by nineteen strategic investors from around the world. Seventeen of the investor partners also participate in the operation and maintenance of

12 ground station “gateways” that link the Iridium system to the public switched telephone networks:

- Iridium Africa Corporation: Associated with Mawarid Overseas Company Ltd.
- Iridium Andes-Caribe: A consortium of private Venezuelan investors.
- Iridium Brasil: A diversified Brazilian corporation.
- Iridium Middle East Corporation: Owned by Mawarid Overseas Company Ltd., and Triniford Investments S.A., which is affiliated with the Saudi Binladin Group. Binladin is among the largest industrial groups in Saudi Arabia.
- Khrunichev State Research and Production Space Centre: A leading aerospace engineering and manufacturing company in the Russian Federation.
- Lockheed Martin Corporation: A world leader in defense and space systems technology.
- Iridium Canada, Inc., BCE Mobile Communications, Inc., and BCE Telecom International, Inc., both of which are affiliated with BCE Inc., Canada’s largest telecommunications company.
- Iridium China (Hong Kong) Ltd: Is a wholly owned subsidiary of China Aerospace, a major diversified industrial group in China and also the parent company of China Great Wall Industries Corporation.
- Iridium India Telecom Limited: A consortium of Indian financial institutions that initially invested in Iridium LLC through infrastructure Leasing & Financing Services, Ltd.
- Iridium Italia S.P.A. An affiliate of Telecom Italia.
- Raytheon Company: One of the world’s leading companies in the conception, development, manufacture, and sale of electronic systems, equipment, and components for government and commercial use.
- SK Telecom Affiliated with Korea Telecommunications Corporation
- South Pacific Iridium Holdings Limited: Subsidiary of PT Bakrie & Brothers, an Indonesia-based diversified holding company.
- Sprint Iridium, Inc: An indirect wholly-owned subsidiary of Sprint Corporation, which is a diversified telecommunications company.
- Thai Satellite Telecommunications Co., Ltd: Affiliated with United Communications Industry Co., Ltd., which is the second-largest cellular telecommunications provider in Thailand
- Motorola, Inc., one of the world’s leading providers of wireless communications and electronic equipment, systems, components, and services.
- Nippon Iridium (Bermuda) Limited is a wholly-owned subsidiary of Nippon Iridium Corporation, which is a consortium formed in Bermuda by DDI Corporation o.tel.o a subsidiary of VEBA AG and RWE AG, two of the largest corporations in Germany.
- Pacific Iridium Telecommunications Corporation (PITC): Subsidiary of Pacific Electric Wire & Cable Co., Ltd., a diversified international corporation.

\*Fair Use: For more information see footnote. <sup>85</sup>

---

<sup>85</sup> [<http://www.law.cornell.edu/uscode/17/107.shtml>]

The *New York Post* on May 28, 2002, ran a bizarre story pertaining to the dates September 7 to 9 in 2001: “Dr. Mohamed Atta and his new wife Sophie spent the weekend before the terror attacks in New York City, arriving on Friday, September 7 and staying until Sunday, September 9, when they returned to Maryland. But this Mohamed Atta was not the hijacker who crashed a jumbo jet into the World Trade Centre. The New York City visitor was a soft-spoken **kidney specialist**<sup>86</sup> from Portland, Maryland whose horrible case of mistaken identity has led to months of harassment.”

Associate Professor of Medicine  
Johns Hopkins University School of Medicine  
Baltimore, Maryland<sup>87</sup>



Mohamed G. Atta, MD, MPH, is Associate Professor of Medicine at Johns Hopkins University School of Medicine in Baltimore, Maryland, and Medical Director of the Dialysis Centre, DaVita Health Care in East Baltimore, Maryland. A graduate of Mansoura University School of Medicine in Egypt, he completed his internship and residency training in various locations including the Urology and Nephrology Centre at Mansoura University, Cabrini Medical Centre in New York, and Johns Hopkins University School of Medicine. Dr. Atta received his MPH degree from Johns Hopkins Bloomberg School of Public Health in 2005.

Dr. Atta is a member of the Health Disparity Committee at the Department of Health and Mental Hygiene in Maryland, the Scientific Council on Kidney of the American Heart Association, the International Society of Nephrology, and the American Society of Nephrology. Dr. Atta has participated as principal investigator in several studies and serves as a peer reviewer for the Archives of Internal Medicine, American journal of Medicine, Kidney International, and Clinical Journal of the American Society of Nephrology, American Journal of Kidney Diseases, Clinical Infectious Disease, and Journal of Infectious Diseases. He authored or co-authored numerous articles and abstracts published in Genomics, the Journal of Biological Chemistry, Clinical infectious disease, American journal of Medicine, and American journal of transplantation, the Journal of Ultrasound in Medicine, Clinical Journal of the American Society of Nephrology, American Journal of Kidney disease, Nephrology Dialysis Transplantation, and Kidney International, among others.

#### END OF BIOGRAPHY

On Johns Hopkins Medicine Website, Dr. Atta notes among his research: “My research interests included: (1) Genetic cloning of the human gene that encodes the sodium myo-inositol cotransporter (SMIT). This transporter is essential for cell volume regulation in response to hypertonicity.<sup>1</sup> (2) Studying the transcriptional regulation of the human SMIT gene.<sup>2</sup> (3) Subsequently my focus was to explore the potential role of protein phosphorylation in regulating the activity of osmolyte transporters in response to hypertonic stress.<sup>3</sup> (4) At present, I am

---

<sup>86</sup> Kidney failure was an ailment Usama bin Laden suffered from.

<sup>87</sup> [<http://www.hopkinsmedicine.org/nephrology/Atta.html>]

conducting a prospective cohort study to determine the prevalence of vancomycin resistant enterococci (VRE) in outpatient dialysis patients.”<sup>88</sup>

Nothing is coincidental in regards to September 11, 2001. Such an extreme intelligent operation was planned out quite meticulously; nothing was left to coincidence or chance. It is not our purpose to accuse persons; that is for law enforcement agents to do. Our purpose is to give the facts, backed up by evidence collected from around the world, and offer some logical explanation which up to date has been left out from the 9/11 Commission Report.

That Dr. Atta “was a soft-spoken kidney specialist from Portland, Maryland” where al-Umari and Atta stayed on September 10 has the logical mind embracing some connection existed between the specialist Atta and the alleged hijacker Atta.

The *Portland Press Herald* on September 23, 2001, reported that, “Just before the suicide mission, *Newsweek* reports that Atta returned a rental car in Pompano Beach, Florida on September 9, [2001,] and even took the time to remind the dealer that the car needed to be serviced.” This report from *Newsweek* having Atta in Pompano Beach two days prior 9/11 had FBI investigators interview a manager of Alamo Rent A Car at the jetport, where a search of the company’s computer records showed someone called Atta had rented a blue Nissan Altima (Massachusetts license 3335VI) on September 9, in Boston and that it was due back September 11, by 6 p.m. Rental records had the car listed as overdue.

## Comfort Inn

90 Maine Mall Road  
South Portland, ME

9/10/01



5:43 pm

What is peculiar about the above article from *Newsweek* is that Atta is recorded as having returned a rental car in Florida and also renting a car in Boston on the same day. According to a google map, the trip by car from Pompano Beach Florida to Boston would have taken a 25-hour drive. There is a possibility that this Atta who returned the car in Florida was Dr. Atta who we met earlier. The latter Atta left the U.S. on September 9, and unless his activities discloses any rental cars, he is the most likely person to have returned the car since his name has been misidentified many times during and after the attacks. If Dr. Atta is relieved of being near Florida to return the car, then one of the three Attas we have tracked throughout the FBI Timeline returned this car.

Comfort Inn, where Atta and al-Umari were staying in Portland, is a mile from the airport. According to the *Evening Standard* reporting on October 5, 2001, “They took a non-smoking

<sup>88</sup> [<http://www.med.jhu.edu/nephrology/atta.htm>]

room. At reception Atta asked if he could have 15 copies of *USA Today*, intending perhaps to bulk up his luggage, but had to make do with four copies instead.” This was also reported by *The Independent* on September 8, 2002.

What was in the *USA Today* on September 10, 2001, which had Atta interested in buying “15 copies,” is anyone’s guess. If he wanted to “bulk up his luggage” with newspapers, he could have done this with any other newspaper, or even toilet paper for that matter. But there is an interesting article in the September 10, 2001, edition of *USA Today* that may have interested Atta.

### **USA Today**

*Fliers fume over planes treated with pesticides*

*Chris Woodyard,*

*September 10, 2001* <sup>89</sup>

As the United Airlines jet winged home from Sydney last year, [2000] Sharon Dorazio’s eyes started to burn and her stomach ached. The pain became unbearable. “I have never been so sick, so quick,” she says. Her two grandsons, ages 13 and 14, complained of burning skin, itching eyes and loss of appetite. Sharon’s husband, Richard, a surgeon, was confounded. Then a flight attendant confided in them. Others were ill on the flight, the attendant said, and the crew believed the **cause was the spraying of long-lasting pesticides** in the cabin interior before passengers boarded.

A lawsuit filed last week [September 5, 2001,] by the Dorazios is the latest in a series of challenges to the decades-old practice of spraying pesticides in airliners. Australia, New Zealand, India and a few smaller countries, such as Jamaica, are among the dwindling number that requires all airlines flying in from other countries to treat their planes with pesticides to keep out unwanted bugs. Some nations require passenger airplanes arriving from other countries to be sprayed with insecticide to protect plants, animals and people. These countries require spraying of insecticides while passengers are on board:

Grenada

India

Kiribati

Madagascar

Trinidad and Tobago

Uruguay

These countries allow planes to be treated while they are empty; the pesticides used are designed to be effective for up to two months.

Australia

Barbados

---

<sup>89</sup> [<http://perrysanderslaw.com/art7.html>]



Fiji  
Jamaica  
New Zealand  
Panama

These countries require spraying of planes from particular regions where there are contagious or infectious diseases.

Czech Republic  
Indonesia  
South Africa  
Switzerland  
United Kingdom

*Source: Department of Transportation*

The World Health Organization says the pesticides used are safe. But the complaints of some people who have ridden treated airplanes range from dizziness and skin rashes to more serious conditions such as tremors and breathing problems. A flight attendant says she became unable to work at age 32 after six years of flying in planes treated with pesticides. A pilot says his flying ability became impaired after he napped in the pilot bunkroom of a Boeing 747-400 that had been sprayed before his flight. Sharon Dorazio says she developed “headaches and severe nausea” while on the United jet, according to the complaint she and her husband filed in Cook County Circuit Court in Illinois, where United is based. Their lawsuit alleges that United [Airlines] “carried on a campaign of silence and misinformation” about the potential effects on passengers of cabin spraying. They are seeking class-action status for the case.

United [Airlines] declined comment on the lawsuit. Its spokeswoman, Chris Nardella, says United [Airlines] sprays “because we’re required to. As a company, we would prefer not to do this.” Other airline officials say the pesticides might be bothersome to a few people but do not cause long-term health damage. Although all airlines that fly to countries with spraying requirements are affected, United [Airlines] is getting the most attention. It is the only U.S. carrier that flies to the three largest countries that mandate aircraft spraying: Australia, India and New Zealand. The Association of Flight Attendants, which represents United [Airlines] employees, says the Dorazios’ flight was one of 214 United [Airlines] flights in the past year in which passengers, pilots or flight attendants complained about pesticide odours. Where spraying is drawing new attention:

The USA’s largest pilots union is considering a campaign against the use of pesticides on aircraft. The Air Line Pilots Association is investigating reports of pilots who say they were affected by pesticides, and its executive board plans to discuss them in October.

One United co-pilot, in an internal report of a December incident, said his flying ability was impaired by pesticide used on a flight from Australia: “My eyes started burning, and I said something to the other pilots and they had the same problem. When I awoke from first break, my head was congested, my eyes were burning, I had a sore throat and I had a rash on both sides

of my neck. As the flight progressed, my sinuses swelled worse, I had problems swallowing and I was having problems breathing. I was making mistakes and suffering short-term memory loss and confusion.” The report says he and another relief pilot in the four-man crew went to the airline’s medical office after landing. The Federal Aviation Administration [FAA] says it knows of only one incident of a pilot complaining about the effects of pesticide spray. “It’s extremely, extremely rare,” says spokeswoman Alison Duquette.

The Dorazios’ lawsuit follows another filed against United last month on behalf of employees. Its lead plaintiff is a flight attendant who says she developed a head-to-toe rash on a May 23 flight. “I thought I had the German measles,” says the flight attendant, Susan ‘Sam’ Matthews. “It scared the hell out of me.” United Airlines had no comment on that lawsuit, either.

California’s Department of Health Services is investigating about 100 cases of suspected pesticide illness from United [Airlines] planes. Preliminary findings are expected by Dec. 31. [2001.] “We’ve known for a long time there are potential hazards from these aerosols,” says James Cone, chief of the occupational health branch.

The State Department urged officials of India earlier this year to end the required spraying of airplanes when passengers and crew are aboard. “Spraying when passengers and crew are present should only be done when absolutely essential,” says Deputy Assistant Secretary of State John Byerly. The U.S. halted mandated spraying of planes with passengers aboard in 1979. United [Airlines] says India will allow it to spray planes when they are empty when United [Airlines] begins non-stops from Chicago to New Delhi on Oct. 27. [2001.] The issue has echoed in Congress. Thirty congressmen and 11 senators signed letters sent to the Departments of State and Transportation this summer demanding to know what’s being done to protect passengers and air crews.

A Canadian flight attendants union says it has received 15 to 20 reports from cabin crew about symptoms of pesticide exposure in the past year on Air Canada flights to Sydney and has written the airline about it. Air Canada spokesman John Reber says, “We are aware of a limited number of flight attendants who have raised this specific concern. It would be incorrect to describe it as widespread or representative of general concern.” The Flight Attendants Association of Australia says it’s starting to make inquiries to its major airline, Qantas, about the safety of spraying. Qantas officials say they haven’t had any complaints. “This is not just a U.S. problem,” says Shane Enright, head of the civil aviation division of the London-based International Transport Workers Federation. “I am aware of cases in Europe and Australia of crews that have been affected.” Two spraying methods Aircraft insecticides are applied either from aerosol cans with passengers aboard or, in the case of Australia, New Zealand and some other countries, through ‘residual’ spraying. In that method, workers in protective gear blanket a solution in an empty aircraft cabin that dries and leaves a residue that lasts up to 56 days.

Up to 2% of all passengers on planes treated or sprayed with pesticides may experience irritation, said Gary Kohn, a United Airlines medical director, in an internal memo last September. They will experience “bothersome conditions,” though they are “not dangerous in the long term,” he said. Fliers may not realize the cabin was sprayed or smell insecticide. “A lot

of what we call jet lag may actually be pesticide poisoning,” says toxicologist Gary Ordog in Santa Clarita, Calif., who estimates he has treated more than 30 United [Airlines] employees as well as flight attendants from Alaska and Northwest airlines for illnesses related to pesticides.

Planes that have been treated may carry passengers who did not visit the countries where spraying is required. United has all 44 of its Boeing 747-400s treated with residual pesticides in Sydney. It then uses them on other flights around the globe. Nardella says the residue poses no danger to passengers. Every plane airs out at least an hour before boarding, she says. Workers make sure that every plane is dry and odour-free before it flies.

Flight attendants who work the Australia-West Coast routes say airplanes’ interiors sometimes are still wet from spraying. United [Airlines] daily Flight 816 from Sydney to Los Angeles accounted for a third of the complaints in the past year, the flight attendants union says. In August 2000, 13 flight attendants on Flight 816 breathed from oxygen bottles and sought medical treatment after landing in Los Angeles, says Judith Murawski of the Association of Flight Attendants. On another day on the same flight, flight attendants served passengers while wearing oxygen masks and the pilots stuffed a blanket under the cockpit door to keep out the odour.

After years of exposure to pesticides, some flight attendants say their minor symptoms became serious, and eventually career-ending. Flight attendant Diana Brown-Dodson, 37, became unable to work 5 years ago. She spoke to *USA Today* on the condition that her airline not be named. She estimates that she was exposed to pesticides about 150 times over 6 years of international flights. Now, she says six doctors independently have diagnosed exposure to pesticides as a cause. She stays home in Huntington Beach, Calif., tethered to an oxygen tank most of the day to help her breathe. She also has lost short-term memory and concentration; “couldn’t make the cake off a cake box,” she says. One of her doctors, Man Brautbar in Los Angeles, says Brown-Dodson has a blood-cell disease and below-normal oxygen retention consistent with pesticide and second-hand smoke exposure. Brautbar, who treated patients in the poisoning case featured in the film *Erin Brockovich*, says he’s treated 15 to 20 other United [Airlines] flight attendants for the same conditions.

Another flight attendant says the memory loss, tremors, nosebleeds and other symptoms landed her on disability after 20 years of flying in the Pacific. Gracie Lerno, 62, of Simi Valley, Calif., says the first time she encountered the pesticides in 1979 she thought, “Oh my God. I’m being gassed.” She estimated she was exposed to pesticides 840 times over her career. Like Brown-Dodson, she did not want the airline she works for identified. The insecticides that both women believe are the root of their troubles are as common as a can of Raid. They contain permethrin or phenothrin, synthetic versions of a natural insecticide found in chrysanthemums.

Permethrin is classed by the Environmental Protection Agency as a “moderately to practically non-toxic pesticide” with the potential to cause eye or skin irritation. Products containing it must carry warning labels, even though it didn’t appear to cause any long-term damage in animal tests, the EPA says. But, toxicologist Ordog says, comparing aircraft spraying to household use is like asking how many people would lock themselves in a closed pesticide-

sprayed room for half a day. “The airplane is like an enclosed canister with the air being recycled,” he says. “Anything that’s sprayed in there, stays in there.”

The World Health Organization has long held that the pesticides are safe for aircraft use when the active ingredient in an aerosol makes up no more than 2% of its ingredients. A study released last year by the British House of Lords found no danger in cabin spraying. Concentrations of the active ingredients sprayed in the cabin are so minuscule that they won’t harm crew or passengers, says Claus Crudt-Christensen, chief of medicine for the International Civil Aviation Organization in Montreal, which helps regulators around the world develop air policies and standards. Crudt-Christensen points out, too, that the complaints have been limited mostly to the USA and Canada. Spokeswomen for Air New Zealand and British Airways report few, if any, complaints about the spraying. The Australians and New Zealanders say spraying has kept their countries free of malaria and other deadly diseases.

“If they were able to prove a direct link between aircraft spraying and a medical condition, there would be a need for the governments and the World Health Organization to reassess; but until such a time that indication of evidence is brought forward, we have the responsibility to protect Australia and its citizens from exotic diseases,” says Carson Creagh, spokesman for the Australia Quarantine and Inspection Service. When airline passengers find out they are going to be present for spraying, they can become rebellious.

About 30 passengers shouted and rushed toward the door of United [Airlines] Flight 815 arriving in Sydney last November [2000] when an agricultural official informed them that they had to stay on board during aerosol spraying, according to a witness that *USA Today* interviewed. At least 15 people got off, but the Australian officials told the rest to return to their seats for the procedure. Instead, some passengers sat on the floor close to the exit.

The Dorazios, who live in Camarillo, Calif., say there was no detectable odour when they boarded their United [Airlines] plane in Sydney in August 2000. But Richard Dorazio, 62, chief of surgery at Kaiser Permanente Medical Centre, says he caught a strong whiff when a flight attendant opened a compartment near where they were seated. Sharon Dorazio, 61, a real estate agent, says her symptoms didn’t fully clear up for 3 weeks. Besides damages, the Dorazio’s lawsuit asks the court to issue an order banning aircraft treated with residual pesticides from flying routes other than to countries that require the spraying. It also would require airlines to warn passengers about the presence of pesticide residue before they buy their tickets. “People need to be warned. People need to be warned about this,” says the Dorazios’ attorney, Perry Sanders Jr. of Lake Charles, La. “They need to be able to make a decision whether they want to fly under these circumstances.” Sanders has set up a Website <sup>90</sup> for passengers affected by spraying. Giving warnings to passengers isn’t a new idea. In 1995, the Department of Transportation proposed a rule that would have required airlines to tell passengers when they were going to be on a flight on which spraying would be required. But officials decided not to follow through because of the progress they made persuading 20 countries to drop their spraying requirements from 1994 through 1998.

---

<sup>90</sup> [www.pesticideplanes.com]

The lawsuits against United [Airlines] aren't the first to challenge spraying on aircraft. Houston attorney Linda Laurent still has an active lawsuit against five makers of aerosol insecticides that use permethrin. The lawsuit was filed in 1996 on behalf of Continental Airlines flight attendants. Continental is not a defendant. Airlines say they try to make the required spraying as unobtrusive as possible. United [Airlines] told its Los Angeles-based flight attendants in a memo last November [2000] that it had changed the method of residual treatment from a drenching to a fogging sprayer. It also was applying a new solution with an odour absorber that has "a more pleasant smell, similar to a freshly shampooed carpet." The memo closes by imploring, "We ask that you remain professional and to demonstrate your leadership by keeping any personal concerns out of earshot of our customers."

*\*Fair Use: For more information see footnote. <sup>91</sup>*

The above article in *USA Today* talks only of United Airlines in regards to their spraying pesticides on board their aircrafts. We have no additional information if this policy was also used on American Airlines, and specifically on Flight 11 which interests us in this section. However, and this is only our assumption, if Betty Ong and Amy Sweeny (Flight Attendants) on Flight AA11 had problems breathing which was caused by "mace" as they noted, it could have been due to the spraying of some other chemical, and would further explain the following.

According to an FBI interview on September 12, 2001, with Jane Allen, Vice President Flight Services, an American Airline Flight Services Manager in Boston, Michael Woodward, told her that he received a telephone call from American Airline Flight 11. The caller was Flight Attendant Amy Sweeny. According to Woodward, Sweeny's call came from either a cell telephone or an air phone on the aircraft. The call was initially received by Evy Nunez who was Manager on duty at American Airline Boston. Nunez "became very distraught early in the conversation" and so Woodward took over the call from Nunez."

SWEENY believed there were three hijackers in the business class section of the aircraft. All three hijackers were of Middle Eastern decent. At least one of the hijackers spoke English very well. The hijackers occupied seats number 9B, 9E, 9G, and 10C.

*FBI interview with Jane Allen, Vice President Flight Services  
September 12, 2001*

Flight Attendant Amy Sweeny is noted to have given wrong seat numbers of the alleged hijackers (9B, 9E, 9G, and 10C) as opposed to the seat numbers the FBI had (10B, 8G, 2A, 2B, and 8D). She identifies a passenger as one of the alleged hijackers in seat 9B; the individual assigned to that seat number is passenger Daniel Lewin an ex-Israeli Commando.

Daniel Lewin worked on the Genesys System for IBM, a Functional verification methodology for microprocessors and co-founded Akamai Technologies, Inc., a web server company with governmental clients such as the White House Website, which was at the time hosted on Akamai servers. The company enables the world's leading enterprises and government agencies to

---

<sup>91</sup> [<http://www.law.cornell.edu/uscode/17/107.shtml>]



extend and control their e-business infrastructure, now under a Public Sector board of advisors comprised of leaders in the federal, state and local, defense, and industry sectors. Initial members of Akamai's Public Sector Advisory Board included:

- Richard A. Clarke, former Special Advisor to the President for Cyber Security in the Bush Administration, and a senior security official in the Clinton and George H.W. Bush White Houses.
- James Eccleston, former Under Secretary of Defense for Acquisitions and Logistics with the Department of Defense
- Tom Hewitt, past President and Founder of Federal Sources Inc., and former Vice President of Computer Sciences Corp.
- Don Upson, former Secretary of Technology for the State of Virginia; and former Chief of Staff of the House Government Operations Committee, in the U.S. House of Representatives.

**AA**  
American Airlines

# American Airlines Flight #11

BOEING 767

CLASH

SEAT

PASSENGER

PHOTO

9B

Lewin, Daniel

Hijacker  
AUDIO

ZONE A - FIRST  
8 SEATS

ZONE B - BUSINESS  
30 SEATS

ZONE C - ECONOMY  
119 SEATS

SEAT	PASSENGER	SEAT	PASSENGER	SEAT	PASSENGER	SEAT	PASSENGER
10B	Al Sugarni, Satam	27J	Cucinella, Thelma	10A	Hennessey, Jr., Edward		Daniel Lewin
34C	Allison, Anna	19J	Cummins, Patrick	24H	Holler, John		
15G	Alkhamisi, Abdul	25J	Dale, Brian	27H	Holland, Cara		
23A	Alkhatib, Waleed	27A	DilVieglio, David	21A	Humber, Jr., John H.		
26B	Alkhatib, Waleed	23B	Ditullo, Donald	31A	Islandar, Waleed		
8A	Angell, David	11J	Dominguez, Alberto	36J	Jenkins, John		
8B	Angell, Lynn Edwards	7A	Farley-Hackett, Paige	31J	Jones, Charles		
29C	Aoyama, Selma	22J	Filipov, Alexander	22H	Kaplan, Robin		
	Arestegui, Barbara	3H	Flyzik, Carol	19B	Kovacs, Barbara		
28C	Aranson, Myra	25H	Friedman, Paul	20B	Kovalcin, David		
10G	Atia, Mohammed	26J	Fyfe, Karleton	26J	Larocque, Judith C.		
25C	Barbosa, Christine	9H	Gay, Peter	23A	Lavender, Natalie Janis		
11D	Beug, Carolyn	28J	George, Linda	31J	Lee, Daniel		
26G	Booms, Kelly	9A	Glazer, Edmund	9B	Lewin, Daniel		
3B	Bouchard, Carol	32H	Gordenstein, Lisa		Low, Sara		
33H	Casoy, Nellie	11A	Green, Andrew	32J	Mackay, Susan		
	Collman, Jeffrey	26A	Hashem, Peter		Martin, Karen		
29H	Coombs, Jeffrey	9J	Hayes, Robert		McGuinness, Jr., Thomas		
33J	Creamer, Tara				Rogic, Jean		
						24A	Williams, Candace
						29A	Zarba, Jr., Christopher

11 Crew

26 Passenger

9 Hijacker

American Airlines

American Airlines

United Airlines

United Airlines

*FBI flashcard passenger list  
Flight AA11*

the company's Website states: "Members of the Technologies, Inc., Public Sector Advisory Board have an opportunity to work together to examine and recommend solutions to issues facing government agencies in the areas of infrastructure protection, information assurance, and security, to name a few. In addition, the advisory board counsel Akamai on market opportunities within federal and state and local government agencies, business strategy, and the development of technologies that anticipate and meet public sector requirements."

Akamai Technologies, Inc., partnered with ReliaCast in July 2001, both leading companies in server based application streaming. Today Akamai handles tens of billions of daily Web interactions for companies like Audi, *NBC*, and Fujitsu, and organizations like the U.S. Department of Defense and NASDAQ, powering brand new business models that serve the changing online economy. Akamai is a Hawaiian word meaning “intelligent” or “clever.” Further to their company profile, they report:

If you use the Internet for anything: ECommerce, enterprise cloud computing, software downloads, Web marketing or HD video, you’ve probably used Akamai’s services without even knowing it. We play a critical role in making the Internet work for business. The Internet was never designed to do all that we ask of it today. A network of thousands of networks with no common standards or oversight, the Internet is complicated, expensive and labour intensive for companies to work with. Akamai’s mission is to expand and evolve the connected world.

Akamai’s Intelligent Internet Platform™ addresses these challenges and makes it easier for companies to be successful online by ensuring performance, instant scalability, robust security and useful data. Made up of nearly one hundred thousand servers, deployed in 72 countries and spanning most of the networks within the Internet, these servers are all controlled by Akamai software that is constantly monitoring Internet conditions. The platform makes millions of real-time adjustments in response to congestion, security threats and network failures to ensure there is no impact to our customers. <sup>92</sup>

Daniel Lewin was also in the Israel Defense Forces (IDF) comprising the ground forces, air force and navy. It is the sole military wing of the Israeli security forces, and has no civilian jurisdiction within Israel. The IDF is headed by its Chief of General Staff, subordinate to the Defense Minister of Israel; the current Chief of Staff, since 2007, is Lieutenant General Gabi Ashkenazi. It also has close military relations with the United States, including financial aid from the U.S. which also fostered development cooperation, such as on the F-15I jet, THEL laser defense system and the Arrow missile defense system. In 1983, the United States and Israel established a Joint Political Military Group (JPMG), which convenes twice a year. <sup>93</sup>

“He’d be more than a match for those skinny little (expletive),” said Brad Rephen, a New York lawyer who grew up with Lewin in Jerusalem. “With his training, he would have killed them with his bare hands. I can tell you, their knives would not have stopped him,” he added. “He would have taken their knives or their box-cutters away and used them against them.”

Brad Rephen recalls Lewin’s injured hands after he returned from an Israeli anti-terrorist training course. “They were pretty beaten up from the fighting he did,” he said. “He knew how to fight with knives and take knives away from people.” He described Lewin, at about 5-11, 200 pounds, as “thick-boned.” He says he witnessed him bench-press more than 300 pounds and squat close to 500 pounds. “He was very, very strong and had a lot of meat on him,” Rephen

---

<sup>92</sup> [<http://www.akamai.com/html/customers/index.html>]

<sup>93</sup> [[http://en.wikipedia.org/wiki/Israel\\_Defence\\_Forces](http://en.wikipedia.org/wiki/Israel_Defence_Forces)]

said. “They couldn’t have subdued him by slashing him. The only way they could have stopped him **was by shooting him.**”

Lewin went on dozens of such missions, friends say. In the 1980s, for example, he helped rescue thousands of Jews stranded in Ethiopia. His outfit (Unit 269) secured the airport there during the airlift operation, friends say. Rephen called Lewin “the best of the best. About 2,500 guys try out for the unit he was in,” he said. “Twenty-five make it, and one gets chosen as an officer. It was him.” He was also extremely tough and determined, Rephen says.<sup>94</sup>

Lewin was a graduate of Israel’s elite commando unit (Sayeret Matkal), which is a unit of the Israel Defense Forces (IDF), and the most elite of all of IDF units. It operates as the IDF’s principal special operations/commando unit, used mainly to obtain strategic intelligence behind enemy lines, counter-terrorism, and to perform hostage-rescue missions outside of Israel’s borders. Although a top-secret unit, Sayeret Matkal had a tremendous influence on the IDF. They were the original developers of helicopter infiltration techniques in Israel. In addition, their heavy use of the Uzi led them to convince Israel Military Industries to produce an Uzi with a folding stock for increased accuracy while maintaining its small frame.

Sayeret Matkal has participated in many anti and counter-terrorist operations, of which their best known actions are the 1973 Israeli raid on Lebanon (Operation Spring of Youth) and the 1976 rescue of 106 passengers at Entebbe Airport in Uganda (Operation Thunderbolt). There have been rumours linking them with several recent operations such as Operation Orchard, but these have never been confirmed by the IDF.

The unit was kept top-secret during its initial years. Fighters and commanders were selectively hand-picked, based on personal acquaintances. Since the 1970s, while still secretive, the unit opened to voluntary recruits. Twice a year it holds a notoriously grueling selection camp (Gibbush) for potential recruits lasting several sleepless days. The recruits are constantly monitored by doctors and psychologists. Those who make it through the end with passing evaluation marks are admitted.

During the 1990s, this selection camp practice was picked up by other IDF special forces (Sayeret). Former IDF Chief of Staff Dan Halutz planned to unify all these camps to prevent recruit burn-outs and medical injury by over-enthusiastic youths. Once admitted to the unit, recruits train for 20 months with heavy emphasis on small arms, martial arts, navigation, camouflage, reconnaissance and other skills important for survival behind enemy lines. They must also complete the 120-kilometre (75 mi) Beret March to receive their red beret. The training regime consists of the following:

- Four months of basic infantry training, held in the Paratroopers basic training base (part of the regular Paratroopers basic training routine).
- Two months advanced infantry training, within the unit.
- Three weeks parachuting course in the IDF Parachuting School.

---

<sup>94</sup> [[http://en.wikipedia.org/wiki/Sayeret\\_Matkal](http://en.wikipedia.org/wiki/Sayeret_Matkal)]

- Five weeks counter-terror (CT) course in the IDF Counter-Terror Warfare School, followed by more inner-unit CT training.

The rest of the training is dedicated to long-range reconnaissance patrol training, and especially to navigation/orienteering, which is of vast importance in the unit. While most of the orienteering training is done in pairs for safety reasons, as in every other unit in the IDF, Sayeret Matkal is one of the handfuls of IDF elite units which conduct long-range solo navigation exercises. Although Sayeret Matkal has its own insignia, it is also one of the few units in the IDF whose soldiers are not allowed to wear it in public due to its classified nature. Ironically, this lack of insignia often leads to Sayeret Matkal operators being recognized as such, as the fact that Matkal troopers do not wear insignia is well-known.

Despite being a top-secret and relatively small army unit, former Sayeret Matkal veterans have a disproportionate influence on the army and public service. This may partly be due to the fact that rigorous screening and training ensures that only the most capable and motivated Israeli youths are accepted by the unit as fighters. The most elite have passed through this Unit:

- Uzi Yairi was Unit Commander and formerly head of the IDF Paratroopers Brigade, killed in action while off-duty in the Savoy Operation.
- Nechemya Cohen, was the Unit's and the IDF's most decorated soldier. He was killed in action.
- Ehud Barak was Unit Commander, and a Stanford graduate, later IDF Chief of Staff.
- Israeli Prime Minister Benjamin Netanyahu was a Unit Team Leader, MIT graduate.
- Iddo Netanyahu, writer and radiologist, Benjamin Netanyahu's younger brother.
- Yonatan Netanyahu, was a Unit Commander, killed in Operation Thunderbolt (Entebbe, Uganda) and also Benjamin Netanyahu's older brother.
- Shaul Mofaz was a Unit Deputy Commander, later IDF Chief of Staff and Israeli Defense Minister.
- Moshe Yaalon was a Unit Commander, later IDF Chief of Staff and Strategic Affairs Minister of Israel.
- Danny Yatom was a Unit Deputy Commander, later a General, head of Mossad and a Knesset member.
- Avi Dichter a Unit Fighter, later head of Israel's General Security Service (Shabak, aka Shin Bet), later the minister of internal security.

There is a widely held misconception that former Israeli Major General and former Prime Minister Ariel Sharon also served in Sayeret Matkal. He did (while a Major) found and command the IDF's first special-forces unit (Unit 101) in 1953, which many people feel was the organizational parent of Sayeret Matkal. However, when Unit 101 was merged into the Paratroopers Brigade in 1954, Sharon became brigade commander, and never served in Sayeret Matkal.

Flight Attendant Sweeny noted only three hijackers; gives all flight seats numbering wrong; and, mistakenly identifies a passenger (Daniel Lewin) as a potential hijacker. This makes her

testimony-call too irregular and inconsistent to be credited. But what if these irregularities were due to the spraying of some chemical in the aircraft? Was this the article, on spraying pesticides on United Airlines, what Atta was interested in when wanting to buy copies of *USA Today* which held this article?



The next Flight Attendant on Flight AA11 who makes contact with ground employees also does a mistake. Betty Ong gives the wrong flight number they are on. She gives the return flight (AA12) and complains of mace and they cannot breathe.

The *San Diego Union-Tribune* had this to say on September 3, 2002, which supports that Atta was establishing more than one alibi in Portland on September 10: “Larry Ponemon of Privacy Council, a Dallas consulting firm, said

in an interview in June 2002 that one study reportedly done on the 19 airline hijackers involved in the Sept. 11 attacks found a pattern in their orders for pizza: ‘Most college kids order pizza all the time,’ Ponemon said. ‘But most people pay cash for pizza. These guys paid with a credit card. That was an odd thing. That became one of the correlates for doing a profile.’”

It is doubtful the FBI was reduced to produce their profile on all 19 alleged hijackers as described in the *San Diego Union-Tribune*, only to have a large number of them resurrected after the attacks. As we saw earlier, they had discovered their “Rosetta stone,” but this did not last long, and was pulverized into dust when misidentified hijackers were turning up alive.

The *New York Times* on October 5, 2002, ran a story and unravels how “Employees at the Wal-Mart and Pizza Hut have been instructed by the FBI not to comment on what the men bought or ordered. Today in South Portland and Scarborough, employees at the Comfort Inn, Pizza Hut and other places in the chronology said they had been told not to talk. Most said they had no recollection of the men anyway.”

The following account took place around 03:40 a.m. and 04:00 a.m. on September 11, and was reported in the *Portland Press Herald* on September 22, 2001.

### **Portland Press Herald** *September 22, 2001*

Chris Lyons of Brunswick, a newspaper delivery driver, said he saw four or five men he described as Middle Eastern near the entrance to the jetport terminal between 03:40 a.m. and 04 a.m. near where he parks his car to drop off papers. “They stuck out because usually no one is around at that hour,” Lyons said. “Four or five men got out of the car. They had a tremendous amount of luggage. About 10 bags.”



The men were dressed well in sweaters and leather jackets and used a skycap cart to haul their luggage inside the airport. Lyons, who says he lived in Malaysia for nearly eight years, believed that a couple of the men were Egyptian and two others, Iranian. Lyons walked by the men twice as he filled his newspaper racks. “They were talking Arabic and I said ‘hi’ to them and they looked surprised and then all clammed up.”

Lyons talked to the FBI three weeks ago about the incident. “They asked me to repeat my story over and over,” he said. The FBI had Lyons look at several photographs of Middle Eastern men. He didn’t recognize any of the men in the pictures. “I don’t think any of the guys I saw was Atta,” Lyons said. “I’m more concerned that these guys were support people, who helped the operation out somehow. It’s just too much of a coincidence that this group of businessmen was leaving Portland the morning of the terrorist attacks.” Portland police said they checked his tip and did not think it was connected to the attacks because the behaviour varied from the pattern shown by the terrorists.

[\*Fair Use: For more information see footnote. <sup>95</sup>]

The official theory of course stands to this day, but with multiple stab wounds that are still leaking discrepancies: At 05:33 a.m., Atta and al-Umari checked out of the Comfort Inn. At 05:40 a.m., the 2001 blue Nissan Altima rental car, bearing Massachusetts license 3335VI, entered Portland International Jetport Airport parking lot. It was parked on the first floor directly across from the airport entrance. Inside the car were parking receipts showing that the men had arrived at the garage at 05:40 a.m., just minutes before their flight was scheduled to leave. At 05:43 a.m., both checked in at U.S. Airways counter, and at 05:45 a.m., they pass through airport security, box-cutters and all, cleared for boarding. As noted by the official theory, both men not only pass Portland security with box-cutters, but also pass Boston Airport security with box-cutters. If you see one thing occur it is an accident; but if you see two of the same things occur it is a pattern.



Despite a clear sky, the 05:45 a.m., Colgan Air Flight 5930 from Portland was slightly delayed, and it was not until 06:00 a.m., till the men board the plane for the one-hour trip to Boston. As noticed in the airport security images, Atta is no longer wearing the inconspicuous black and white shirt he had been wearing the previous day. Laura Wale, one of the witnesses at the Comfort Inn (where Atta and al-Umari had stayed the night), said the picture of Atta wearing a white and black shirt on the night of September 10, and exhibited in FBI photos at Moussaoui’s trial, was “pulled out of our dumpster at the Comfort Inn” by the FBI. It is unsure if any DNA testing was done on the white and black shirt; nothing has reached the public domain.

<sup>95</sup> [<http://www.law.cornell.edu/uscode/17/107.shtml>]

The FBI investigators testified how: “Neither Atta nor al-Umari alarmed the walk through magnetometer; neither was subjected to hand wand screening at checkpoint; neither Atta nor al-Umari’s carry-on luggage was subjected to hand search or ETD screening at checkpoint. The FAA Air Carrier Standard Security Program (ACSSP) requires air carriers to conduct random and continuous screening (in addition to x-ray) of carry-on items at the checkpoint. The screening would include either a physical hand search or to open the bag and conduct trace detection screening. The video footage [CCTV] of the Portland checkpoint indicates that no such random and continuous screening was taking place.”

There is no disagreement with the FBI on this; however, they do not mention the same procedures should have also taken place for Boston Logan International Airport, assuming Atta and al-Umari checked through for Flight AA11. That these two were not searched or screened at checkpoint in Portland as the FBI states, tends to allude to grave misconduct on airport security, or that these two men had nothing on themselves which would trigger a checkpoint alert.

On September 11, airline check-in counters were the only places in the United States that required travellers to present a photo ID in order to travel. A photo ID meant a card issued by some branch of civil government. Years ago, the United States government took the first step toward a national ID card when it mandated the requirement that all passengers present a photo ID card before being allowed to get on a commercial airplane. This means that the tightest security that the typical American ever confronts is airport security. This is the model for all other security systems governing the general public.

However, airport security should have been criminally charged with negligence after September 11, who were unable to protect passengers flying out of Portland International Jetport and allowing passengers to pass security without law-abiding procedures of air safety: “Screening (in addition to x-ray) of carry-on items at the checkpoint; screening would include either a physical hand search or to open the bag and conduct trace detection screening,” as noted and recorded by FBI officials.

Except for the previous report given by CNN on some FAA employees pleading guilty to hiring criminals, no executive of any of the airlines were ever brought to trial for negligence. So one may ask the question, why? The answer is simple: No alleged hijacker was in possession of harmful instruments, and neither were those who allegedly boarded Flight AA11. Yet, we saw that this cancelled Flight AA11 had a gun on board which shot a passenger who was the Israeli ex-Commando. More severe questions could be raised as one reads the following amount of compensation forwarded to the airline companies involved in the tragedy.

Public Law 107-42  
107th Congress

An Act

Sept. 22, 2001  
[H.R. 2926]

To preserve the continued viability of the United States air transportation system.

*Be it enacted by the Senate and House of Representatives of  
the United States of America in Congress assembled,*

Air  
Transportation  
Safety and  
System  
Stabilization Act.  
49 USC 40101  
note.

**SECTION 1. SHORT TITLE.**

This Act may be cited as the “Air Transportation Safety and System Stabilization Act”.

**TITLE I—AIRLINE STABILIZATION**

49 USC 40101  
note.  
President.  
Terrorism.

**SEC. 101. AVIATION DISASTER RELIEF.**

(a) IN GENERAL.—Notwithstanding any other provision of law, the President shall take the following actions to compensate air carriers for losses incurred by the air carriers as a result of the terrorist attacks on the United States that occurred on September 11, 2001:

(1) Subject to such terms and conditions as the President deems necessary, issue Federal credit instruments to air carriers that do not, in the aggregate, exceed \$10,000,000,000 and provide the subsidy amounts necessary for such instruments in accordance with the provisions of the Federal Credit Reform Act of 1990 (2 U.S.C. 661 et seq.).

(2) Compensate air carriers in an aggregate amount equal to \$5,000,000,000 for—

(A) direct losses incurred beginning on September 11, 2001, by air carriers as a result of any Federal ground stop order issued by the Secretary of Transportation or any subsequent order which continues or renews such a stoppage; and

(B) the incremental losses incurred beginning September 11, 2001, and ending December 31, 2001, by air carriers as a direct result of such attacks.

(b) EMERGENCY DESIGNATION.—Congress designates the amount of new budget authority and outlays in all fiscal years resulting from this title as an emergency requirement pursuant to section 252(e) of the Balanced Budget and Emergency Deficit Control Act of 1985 (2 U.S.C. 901(e)). Such amount shall be available only to the extent that a request, that includes designation of such amount as an emergency requirement as defined in such Act, is transmitted by the President to Congress.

Investigators always follow the money in a crime of this magnitude: Those who benefit are suspects. It should be noted that this “Federal ground stop” termed “Scatana” (all aircraft landing) was never implemented. Mr. Mineta made the airline companies a very profitable income when he testified he ordered “Scatana” by 09:45 a.m. Below is the extract contradicting Mr. Mineta’s order. Both extracts are from the same report, and depicting Eastern Standard Time (EST).

**Chronology ADA-30, Operations Center  
Terrorist Attacks NY-DC 9/11/01**

<b>TIME</b>	<b>Remarks</b>
0835	Received call ANE/Barry of possible hijack AAL11, B767, Bos-Lax, pilot keying mike and intruder in cockpit, stating Don't move or I'll kill you.
0836	ACI/Smith conf with ANE ROC and command center.
0840	Received via conf with ANE/ROC Acft heading toward JFK.
0842	Via conference with ANE ROC reported a flight attendant has been stabbed.
0844	Via conference with ANE ROC reportedly a passenger had been shot.
0845	Received a report via conf with ANE ROC that an aircraft had hit the World Trade Center in New York City.
0850	[REDACTED]

*Extract noting of a gun on board Flight AA11*

1428	AAL ROC return to bldg.
1430	Cusack on duty. Via ADA/Noel FAA is not activating Scatana, not shutting down any nav aids. Commercial flights are not expected to resume until 9/12 after 1200E.
1444	Corcoran, Cusack, Newby, Fawley AWP reports traffic.
1445	Computer room conf ended, will reestablish at 1530E, unkn if FAA will be added.
1450	Via AEA ROC/Comanche HIJACKED ACFT: AAL 11, B767, BOS-LAX, crashed into World Trade 92 POB all fatal; UAL 175, B767, BOS-LAX; AAL 77, B757, IAD-LAX crashed into NMCC 64 POB. UAL 93, B757, EWR-SFO, crashed south of Indian Lade Arpt, PA, UNKN POB, all fatal.
1455	Conf OST/Flaherty with AOA/Rochelle ref AOA-1 call.

Page 2 of 2

*Extract noting of "Scatana" not activated by 14:30 p.m. (EST)*

According to a reporter, Jon Dougherty, writing in May 16, 2002, for the *WorldNetDaily*, only two months prior to 9/11, two armed pilots were banned: "FAA rescinded a rule allowing guns in cockpits just before the terror attacks. A 40-year-old Federal Aviation Administration rule that allowed commercial airline pilots to be armed was inexplicably rescinded two months before 9/11, leading aviation security experts to lay at least some of the blame for the tragedy at the feet of airlines, none of which took advantage of the privilege while it was in effect."

From FAA Interviews given to the 9/11 Commission, we have a few extracts that further mention this gun incident. The first interview is from Penny Anderson, FAA Civil Aviation Security official on September 11 whose interview was taken on December 18, 2003, by phone at the GSA office, though Anderson's current office is located at ICAO in Montreal, Canada.

[U] As they received information from the 10<sup>th</sup> floor and field units, they posted information on butcher paper hung on the walls of the room. Anderson remembers taking a call from a "male voice" who relayed a report about a shooting on board one of the hijacked flights. She is not sure whether the voice was someone from the 10<sup>th</sup> floor or elsewhere. She is not sure whether this was the original reporting of the shooting to FAA or whether it was a second-hand report to the working room. She remembers that some thought this was "holy shit" news. She remembers not being surprised if the gun story was true because there may have been a member of law enforcement on board.

*FAA Interview December 18, 2003  
Penny Anderson, FAA Civil Aviation Security*

The next interview was with Mike Morse, FAA National Security Coordination Staffer, which was done on September 15, 2003, at the FAA Headquarters, Washington, D.C.



(CS) Morse recalled that Lee Longmire questioned Janet Riffe (sometime between 10 and 12) on her initial report of a gun being fired on one of the hijacked American flights, based on reporting from American. ~~Morse informed Commission staff that Riffe was talking to all of the air carriers that day, not just American.~~ Morse recalled that Riffe, at the time, indicated to Longmire that, "I think I got" the information on the gun, indicating some uncertainty on her part. In subsequent discussion, American Airlines denied they were the source of the information.

*FAA Interview September 15, 2003  
Mike Morse, FAA National Security Coordination Staffer*

Another interview was with Janet Riffe, FAA's Principal Security Inspector, which was done on September 11, 2003, via a Conference Call: "According to Riffe, the next day someone in the Administrator's office said that her note was the only gun reference found and to please clarify for accuracy. Lee Longmire asked Riffe to contact American Airlines to confirm her report of the gun. She talked to her normal point-of-contact, Chris Bidwell, the manager of corporate security at American Airlines. Riffe said Bidwell told her the report was erroneous. Riffe verbally passed the update to Lee Longmire. Riffe didn't know anything about follow-on drafts of the executive summary that may have **deleted the passage.**"

In order for a firearm to pass through airport security, there would have to be two reason: One, the firearm is carried on the aircraft by an official law enforcement body, such as the FBI and/or Air Marshal, as Penny Anderson in her above interview suggested; and two, there would have to be a severe breach in security at Portland Jetport and Boston Logan Airport by Securacom/Stratesec which was handled by Marvin Bush as the following report revealed on February 4, 2003.

### **Prince George's Journal**

*Bush-Linked Company Handled Security for the WTC, Dulles and United*

*Margie Burns*

*Tuesday, February 4, 2003. Maryland*

George W. Bush's brother was on the board of directors of a company providing electronic security for the World Trade Centre, Dulles International Airport and United Airlines, according to public records. The company was backed by an investment firm, the Kuwait-American Corp., also linked for years to the Bush family. The security company, formerly named Securacom and now named Stratesec, is in Sterling, Va. Its CEO, Barry McDaniel, said the company had a "completion contract" to handle some of the security at the World Trade Centre "up to the day the buildings fell down." It also had a three-year contract to maintain electronic security systems at Dulles Airport, according to a Dulles contracting official. Securacom/Stratesec also handled some security for United Airlines in the 1990s, according to McDaniel, but it had been completed before his arriving on the board in 1998.

McDaniel confirmed that the company has security contracts with the Department of Defense, including the U.S. Army, but did not detail the nature of the work, citing security concerns. It has an on-going line with the General Services Administration, meaning that its bids for contracts are non-competitive, and also did security work for the Los Alamos laboratory before 1998. Marvin P. Bush, the president's youngest brother, was a director at Stratesec from 1993 to

fiscal year 2000. But the White House has not publicly disclosed Bush connections in any of its responses to 9/11, nor has it mentioned that another Bush-linked business had done security work for the facilities attacked.

Marvin Bush joined Securacom when it was capitalized by the Kuwait-American Corporation, a private investment firm in D.C. that was the security company's major investor, sometimes holding a controlling interest. Marvin Bush has not responded to telephone calls and e-mails for comment. KuwAm has been linked to the Bush family financially since the Gulf War. One of its principals and a member of the Kuwaiti royal family, Mishal Yousef Saud al Sabah, served on the board of Stratesec.

The managing director at KuwAm, Wirt D. Walker III, was also a principal at Stratesec, and Walker, Marvin Bush and al Sabah are listed in SEC filings as significant shareholders in both companies during that period. Marvin Bush's last year on the board at Stratesec coincided with his first year on the board of HCC Insurance, formerly Houston Casualty Co., one of the insurance carriers for the twin towers that collapsed in the attacks. He left the HCC board in November 2002.

But none of these connections has been looked at during the extensive investigations since 9/11. McDaniel says principals and other personnel at Stratesec have not been questioned or debriefed by the FBI or other investigators. Walker declined to answer the same question regarding KuwAm, referring to the public record. Walker is also chairman and CEO of Aviation General (a Tulsa, Okla based Aviation Company) with two subsidiaries. SEC filings also show al Sabah as a principal and shareholder in Aviation General, which was recently delisted by the Nasdaq. Stratesec was delisted by the American Stock Exchange in October 2002.

The suite in which Marvin Bush was annually re-elected, according to public records, is located in the Watergate in space leased to the Saudi government. The company now holds shareholder meetings in space leased by the Kuwaiti government there. The White House has not responded to various requests for comment.

Speaking of the Watergate, Riggs National Bank, where Saudi Princess Al-Faisal had her "Saudi money trail" bank account, has as one of its executives Jonathan Bush, an uncle of the president. The public has not learned whether Riggs, which services 95% of Washington's foreign embassies, will be turning over records relating to Saudi finance. Meanwhile, Bush has nominated William H. Donaldson to head the Securities and Exchange Commission. Donaldson, a long time Bush family friend, was a Yale classmate of Jonathan Bush. On the very day of the tragic space shuttle crash, the government appointed an independent investigative panel, and rightly so. Why didn't it do the same on Sept. 12, 2001?

[\*Fair Use: For more information see footnote. <sup>96</sup>]

---

<sup>96</sup> [<http://www.law.cornell.edu/uscode/17/107.shtml>]



A question could be raised: Did Daniel C. Lewin, the 31-year-old ex-Israeli Commando have a firearm that he passed through security? *CNN*, in their passenger list, never disclosed the information that Daniel C. Lewin was an ex-Israeli Commando. They only stated he was “co-founder and chief technology officer at Akamai Technologies Inc., a Cambridge Massachusetts, company that produces technology equipment to facilitate online content delivery. He found Akamai in 1998 with scientist Tom Leighton and a group of Massachusetts Institute of Technology scientist and business professions. Lewin was responsible for the company’s research and development strategy.” We went into Lewin’s autobiography earlier, so will not repeat it here.

## **WND**

*Hijacker shot passenger on Flight 11: FAA memo*

*One bullet fired, killing 9B occupant, but agency claims report was in error*

*Posted: February 27, 2002 5:35 pm Eastern*

*By Paul Sperry 2011*

WASHINGTON - An internal Federal Aviation Administration memo summarizing the Sept. 11 hijackings says a passenger aboard American Airlines Flight 11 was shot to death by a single bullet, *WorldNetDaily* has learned. The FAA claims the memo, time-stamped Sept. 11 at 5:30 p.m. was written in error. “It was a first draft,” said FAA spokeswoman Laura Brown in a phone interview today. “There was no gun.” She said a final draft of the executive summary, received by FAA Administrator Jane Garvey, does not include the account of a gun being fired aboard the plane, which slammed into the first World Trade Centre tower not long after departing Boston. Brown refused to release the final draft; however, arguing it is “protected information.”

*WorldNetDaily* has obtained a copy of the first draft of the memo. [View after article]. Here is the key excerpt, which is very specific (although the time is plainly wrong): “The American Airlines FAA Principal Security Inspector (PSI) was notified by Suzanne Clark of American Airlines Corporate Headquarters, that an on board flight attendant contacted American Airlines Operations Center and informed that a passenger located in seat 10B shot and killed a passenger in seat 9B at 09:20 a.m. The passenger killed was Daniel Lewin, shot by passenger Satam al-Suqami. One bullet was reported to have been fired.”

In fact, Flight AA11 had already crashed well before 09:20 a.m. (assuming the FAA memo writer was referring to the Eastern Time zone and not a later one). At 08:25 a.m. nearly an hour earlier than stated in the memo Flight AA11 had turned sharply off its planned westbound path and headed south toward Manhattan. It then crashed into the north tower at 08:48 a.m.

## EXECUTIVE SUMMARY September 11, 2001

On September 11, 2001, several commercial air carrier incidents, believed to be terrorist-related, occurred in various locations in the United States. As numerous U.S. passenger air carriers were involved, this has impacted many passengers as well as numerous persons on the ground in these various crash sites. The following is a summary of the events, which have occurred:

American Airlines Flight 11, departed today from Boston Logan International Airport (BOS), bound for Los Angeles International Airport (LAX). The aircraft type was a Boeing 767-200 with eighty-one passengers, nine flight attendants and two crew in the cockpit, which totaled 92 persons on this flight. At approximately 9:18 a.m., it was reported that the two crew members in the cockpit were stabbed. The flight then descended with no communication from the flight crew members. The American Airlines FAA Principal Security Inspector (PSI) was notified by Suzanne Clark of American Airlines Corporate Headquarters, that an on board flight attendant contacted American Airlines Operations Center and informed that a passenger located in seat 10B shot and killed a passenger in seat 9B at 9:20 a.m. The passenger killed was Daniel Lewin, shot by passenger Satam Al Suqami. One bullet was reported to have been fired. The flight headed in the direction of John F. Kennedy International Airport (JFK). At 9:25 a.m., this flight crashed directly into one of the towers at the World Trade Center. At 11:26 a.m., a passenger manifest was obtained. The status of any selectees is as yet undetermined.

[\*Fair Use: For more information see footnote. 97]

The man, who either stabbed or shot Lewin, was Satam al-Suqami<sup>98</sup> who was seated in #10B one seat behind the Israeli ex-Commando. The FBI reports that al-Suqami was born in Riyadh, Saudi Arabia. In August 11, 1998, his passport was issued with #559583. In September 29, 1998, he opened a bank account (#037047205206) at the Hay AL-Safarat Branch of the Saudi Netherlands Bank. The account was opened with 2,150 Saudi Riyal (US\$570). There, al-Suqami had a total of 16 deposits totalling to the amount of 38,035.50 Riyals with 40 withdrawals totalling the same amount.



On September 23, 2000, al-Suqami departs Malaysia via Changloon according to his passport which was the infamous “magic passport” that was recovered near the WTC crime scene. (Left image)

Continuing from the FBI Timeline, on September 24, 2000, al-Suqami entered Turkey via Istanbul (Constantinople) and departed Turkey on November 2. He then departs from Qatar via Doha International Airport on November 15 and the following day enters Saudi Arabia. On November 21 he obtains a U.S. Visa issued at the American Embassy in Riyadh which is valid for 2 years.

<sup>97</sup> [<http://www.law.cornell.edu/uscode/17/107.shtml>]

<sup>98</sup> Born June 28, 1978.

On November 23 al-Suqami departs from Bahrain International Airport but the FBI gives no destination, until November 25 when al-Suqami flies out of Bahrain to Tehran (Iran) on Flight Gulf Air 334. The following day he enters Turkey. The next we hear of al-Suqami is April 1, 2001, when he departs Turkey and travels to Kuala Lumpur; this would be 1 month prior to when al-Umari travels from Cairo to Kuala Lumpur on May 6.

On April 12, 2001, al-Suqami departs Kuala Lumpur and enters the United Arab Emirates via Abu Dhabi. Al-Umari will leave Kuala Lumpur much later on May 27. There was no meeting between them though they both travelled to Kuala Lumpur.

On April 15, 2001, al-Suqami departs the United Arab Emirates via Dubai and enters Oman at Seeb International Airport. On April 18 he departs Oman then re-enters the United Arab Emirates via Dubai. We do not have any information from the FBI when or how al-Suqami arrives in the States, however, in the PENTTBOMB (265a-ny-280350) Law Enforcement Sensitive JICI document, released April 19, 2002, it states al-Suqami entered the U.S. on April 23, 2001, and on May 2, he opens a co-account at SunTrust with “Waleed al-Sheri” depositing \$9,000. The following day, both buy a 1993 Dodge from Hauser Motor Corporations in Miami.

On May 15, 2001, al-Suqami makes reservations for the following day to fly from Fort Lauderdale to Freeport in the Bahamas. This would be two days after Atta rents an apartment on Jackson Street in Hollywood (Florida) on May 13. Al-Suqami on May 16 is rejected to fly to the Bahamas because **he does not have his passport with him**. This would be a naïve action on al-Suqami’s part, and is questionable why he would not have his “magical” passport with him.

On June 6, 2001, al-Suqami rents an apartment (#11) at Lago Mar Apartments in Lake Worth in Florida. He is to check-out on June 15.

On July 9, 2001, al-Suqami purchases an airline ticket on South West Air to travel on July 12 from Florida to Orlando. The following day he is seen checking into the Doubletree Hotel (room #519) in Fort Lauderdale where he checks out on July 12 to fly to Orlando.

On July 20, 2001, unknown how or when al-Suqami returns to Florida, he is tracked in purchasing at Winn Dixie Stores in Boynton Beach. And on August 17, the amount of \$2,700 is deposited into his joint bank account. This is the same period when Atta rents an aircraft for August 16, 17, 19, and 20.

On August 27, 2001, al-Suqami renews his P.O. Box. Not specified which State. The following day (August 28) reservations are made for Flight AA11 to fly out September 11.

On September 7, 2001, al-Suqami allegedly requests two women escorts. The FBI do not give any further information except that these women were shown a photograph of al-Suqami and they noted he was “very familiar.”

On September 11, 2001, al-Suqami checks into Boston Logan International Airport (gate 0740) at 07:00 a.m. The FBI gives no further details or release airport CCTV of al-Suqami passing

through airport security. His passport, the same day, was found “on the street near World Trade Centre by a civilian; passport was soaked in jet fuel.”

3407	9/11/2001	MISC	Satam Al-Suqami	Suqami's passport recovered on the street near World Trade Center by a civilian; passport was soaked in jet fuel					265A-NY-280350-302 Serial : 13697
------	-----------	------	-----------------	--	--	--	--	--	-----------------------------------

#### FBI Timeline of Satam al-Suqami

Al-Suqami is supposed to have shot a passenger on Flight AA11 who is Daniel C. Lewin, the ex-Israeli Commando in seat #9B as seen earlier. And with this information, the timeline closes for Satam al-Suqami.

#### Airspace Incidents by Incident Type

Incident Type	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year Total
Near Midair Collisions	2000	14	16	26	17	24	20	26	26	20	22	12	17	240
	2001	11	16	18	14	29	25							113
Pilot Deviations	2000	125	154	182	178	201	176	170	184	146	153	135	109	1,913
	2001	117	113	156	146	188	155							875
Operational Errors	2000	65	85	101	94	114	115	103	88	100	97	99	77	1,138
	2001	69	83	111	101	113	112							589
Vehicle Pedestrian Deviations	2000	43	42	37	51	46	62	48	43	58	43	42	32	547
	2001	37	38	30	51	38	36							230
Surface Incidents	2000	89	104	115	120	138	149	127	127	121	118	100	87	1,395
	2001	95	101	107	113	122	125							663
Runway Incursions*	2000	24	24	36	33	39	44	41	47	33	41	32	32	426
	2001	25	33	39	33	36	41							207

Note: Preliminary data and subject to change.

N/A: Not available at time of update.

As of: 7/7/01

\*As of: 7/20/01

Source: ATX-400

(202) 267-9630

\*ATS-20

(202) 493-4307

Before continuing with our last two alleged hijackers, the twins Wail and Walid al-Shehri, there was an “Administrator’s Hand Book” published in July 2001 by the FAA which is published on a quarterly bases each year. <sup>99</sup>

According to the FAA it is “To provide the safest, most efficient and responsive aerospace system in the world, and to be the best Federal employer, continuously improving service to customers and employees.” The chart shown depicts

the “near mid-air collisions” status in 2000 and in 2001 up to June. They are high. Such a high mid-air collision happened on September 11 between flights AA11 and UA175, both planes involved in the WTC. Whatever aircraft Flight UA175 nearly collided with, was handled by Air Traffic Controller Pete Zalewski.

“It’s not in anyone’s mind they’re hitting a target,” the employee said. “When somebody takes a plane over, they try to negotiate a release with money.”

One air traffic controller with the help of an assistant monitored the two Boeing 767s that toppled the World Trade Center, the employee said.

The same controller handled Egypt Air Flight 990 when it crashed off the coast of Massachusetts in 1999, the employee said. The controller is “pretty disturbed” that he lost both planes, the employee said.

The morning’s surreal moments included a controller who arrived for work and discovered his wife was on the American Airlines flight, the employee said.

USATODAY.com partners: [USA WEEKEND](#) • [Sports Weekly](#) • [Education](#) • [Space.com](#)

[Home](#) • [Travel](#) • [News](#) • [Money](#) • [Sports](#) • [Life](#) • [Tech](#) • [Weather](#)

Resources: [Mobile news](#) • [Site map](#) • [FAQ](#) • [Contact us](#) • [E-mail news](#)  
[Jobs with us](#) • [Internships](#) • [Terms of service](#) • [Privacy policy/Your California Privacy Right](#)  
[Advertise](#) • [Press Room](#) • [Media Lounge](#) • [Electronic print edition](#) • [Reprints and Permissions](#)

[Add USATODAY.com RSS feeds](#) [XML](#)

The Nation’s Homepage

Copyright 2008 USA TODAY, a division of [Gannett Co. Inc.](#)

Mr. Zalewski was also the Air Traffic Controller on EgyptAir Flight 990 that crashed on October 31, 1999, into the Atlantic Ocean, about 60 miles (97 km) south of Nantucket Island, Massachusetts, killing all 217 souls on board. Furthermore, a report was released by *USAToday* on November 24, 2006, that the FAA was warned of weak security on their airlines, as seen in the article which follows.

<sup>99</sup> [http://www.atctraining.faa.gov/factbook]



## USA Today

Ex-employee says FAA warned before 9/11

October 24, 2006

Ex-employee says FAA warned before 9/11 - USATODAY.com

powered by Google

How do I find it?

tuesday, november 17

cipriani, 42nd street

new york

click to r.s.v.p.

2009

USA TODAY

■ Home ■ News ■ Travel ■ Money ■ Sports ■ Life ■ Tech ■ W

Washington/Politics

Inside News

Cars

Updated 11/24/2006 12:18 AM ET

E-mail | Save | Print | Reprints &amp; Permissions | RSS



Enlarge

By H. Darr Beiser, USA TODAY

Posted 11/23/2006 8:51 PM ET

Updated 11/24/2006 12:18 AM ET

E-mail | Save | Print | Reprints &amp; Permissions | RSS

[\*Fair Use: For more information see footnote. <sup>100</sup>]

<sup>100</sup> [http://www.law.cornell.edu/uscode/17/107.shtml]



[Archive](#)

## NATIONAL COMMISSION ON TERRORIST ATTACKS UPON THE UNITED STATES

[About the Commission](#) | [Report](#) | [Hearings](#) | [Staff Statements](#) | [Press](#)  
| [Archive](#) | [For Families](#)

### Second public hearing of the National Commission on Terrorist Attacks Upon the United States

#### Statement of Bogdan Dzakovic to the National Commission on Terrorist Attacks Upon the United States

May 22, 2003

Good afternoon, it is an honor and a privilege to have been invited to speak at this hearing. My contribution is to explain, based on personal experience, how abuses of secrecy are a clear and present danger to homeland security. That occurs when secrecy sustains vulnerability to terrorism caused by government breakdowns.

I know this, based on seven years with the Federal Aviation Administration's (FAA) Red Team, which conducted undercover tests on airport security through simulated terrorist attacks. Although we breached security with ridiculous ease up to 90% of the time, the FAA suppressed these warnings. Instead we were ordered not to write up our findings (in some cases) and not to retest airports where we found particularly egregious vulnerabilities to see if the problems had been fixed. Finally, the agency started providing advance notification of when we would be conducting our "undercover" tests and what we would be checking.

As background, after the bombing of Pan Am 103 a 1990 Presidential Commission directed the FAA to develop "measures to improve testing of security systems". This was the birth of the Red Team. The Red Team, by definition, is an adversary team designed to replicate tactics that terrorists might use against us.

With the crash of TWA 800 off New York City, the FAA Reauthorization Act of 1996 (P.L. 104-264) further reinforced this concept of a Red Team by stating in part, "...the Administrator [of FAA] shall conduct periodic and unannounced inspections of security systems of airports and air carriers to determine the effectiveness and vulnerabilities of such systems..."

Furthermore, the White House Commission in 1997 stated in part, "...Red Team type testing should also be increased by the FAA, and incorporated as a regular part of airport security action plans. Frequent, sophisticated attempts by these Red Teams to find ways to dodge security measures are an important part of

#### Current News

The Commission has released its final report. [\[more\]](#)

The Chair and Vice Chair have released a statement regarding the Commission's closing. [\[more\]](#)

The Commission closed August 21, 2004. [\[more\]](#)

#### Commission Members

Thomas H. Kean  
*Chair*

Lee H. Hamilton  
*Vice Chair*

Richard Ben-Veniste  
Fred F. Fielding  
Jamie S. Gorelick  
Slade Gorton  
Bob Kerrey  
John F. Lehman  
Timothy J. Roemer  
James R. Thompson

#### Commission Staff

Philip D. Zelikow  
*Executive Director*

Chris Kojm  
*Deputy Executive Director*

Daniel Marcus  
*General Counsel*

finding weaknesses in the system and anticipating what sophisticated adversaries of our nation might attempt...."

As a former Team Leader of the Red Team it was my sole job to execute this mandate. Some of my colleagues and I, using Red Team type tactics, did find major vulnerabilities in aviation security. We reported these through our chain of command. The managers in FAA (including the highest offices in FAA) deliberately choose to ignore our warnings. This is particularly grievous in light of the ever-growing terrorist threat of which they were also aware. For example, FAA issued 15 terrorism warnings to the air carriers in the year prior to 9-11. On April 6, 2000 the Associate Administrator of FAA for Security stated in open testimony before the Committee on Commerce, Science and Transportation Subcommittee on Aviation Security, "... [M]oreover, members of foreign terrorist groups and representatives from state sponsors of terrorism are present in the United States. There is evidence that a few foreign terrorist groups have well-established capability and infrastructures here...."

Then the terrorists attacked on September 11, 2001, killing nearly 3,000 people. Immediately afterwards, numerous government officials from FAA as well as other government agencies made defensive statements such as, "How could we have known this was going to happen?" The truth is, they did know. What happened on 9-11 was not a failure in the system, it was a system designed for failure. FAA very conscientiously and deliberately orchestrated a dangerous façade of security, ignoring the laws cited above. They knew how vulnerable aviation security was. They knew the terrorist threat was rising, but gambled nothing would happen if we kept the vulnerability secret and didn't disrupt the airline industry. Our country lost that bet.

There are serious indications that the FAA deceived the public about what happened on 9-11. On the afternoon of September 11, 2001, I was working in one of the FAA operations centers collecting information on details of what happened during the hijacking. We received information that a firearm was used on one of the hijacked aircraft. At the time I gave it little thought. If you are going to hijack an aircraft why not bring a firearm? I knew from working in the Red Team how easy it is to do. Several years earlier the FAA had canceled testing with firearms, after a national Red Team study found over two thirds made it past security.

That evening the Administrator of FAA requested an Executive Summary covering the day's activities, and this information about a gun was included in the Summary. Day's later, without any explanation or questioning of the Summary's author, the Administrator publicly announced that no guns had been used in the hijacking. Several months passed when the press re-surfaced this issue. FAA's initial response was that no such Executive Summary existed. Later, when confronted with the document, FAA admitted the Executive Summary existed, but denied its accuracy. Sometime later I learned that another operations center also received a report that a firearm was used. They conducted a cursory investigation but did not talk to all the pertinent witnesses. There were also reports of a possible explosive threatened on a flight. I hope this Commission investigates and credibly determines whether the public was deceived, and if so, why.

In my case, about a month after 9-11, I filed a Whistleblower Disclosure against FAA with the United States Office of Special Counsel (OSC). Last year the Special Counsel found a substantial likelihood I was right, and ordered Secretary Mineta to investigate. OSC flunked the agency's first draft report, which I had attacked as a cover-up. This past March, the OSC accepted a second report from the Transportation Security Administration (TSA), which concluded that, "...the Red Team was grossly mismanaged and that the result was the creation of substantial and specific danger to public safety..." in connection with 9-11. The Special Counsel still flunked the report as failing to meet legal requirements, however, because it failed to address accountability for confirmed wrongdoers.

At the time of the September 11, 2001 attacks I was a 14 year veteran of the Security Division of the FAA. I started off as field agent and Federal Air Marshal based in a major metropolitan area, then served as a Team Leader in the Air Marshal program, and since 1995 I had served as a Team Leader in the Red Team. We were extraordinarily successful in destroying U.S. Flag commercial aircraft and killing large numbers of innocent people in these simulated attacks. This occurred with such regularity and ease as to present a frightening picture of the sorry state of aviation security on a worldwide basis, including our domestic airports. This was all prior to 9-11. Immediately after our Red Team warnings were vindicated, however, we were grounded. Later, I was removed from my position as a Red Team Leader with no explanation and placed in a career limbo.

What was of even more concern to me was that the individuals who occupied the highest seats of authority in FAA were fully aware of this highly vulnerable state of aviation security and did nothing. My immediate boss reported directly to the Associate Administrator for Aviation Security; and he reported directly to the Administrator of FAA. In 1998, I sent a memo through my chain of command to the Administrator of FAA attempting to have these issues addressed. The Administrator didn't even have the courtesy to acknowledge receipt. The Secretary of Transportation did respond to my letter but there was no follow-up.

Coupled with this; virtually every expert on terrorism for several years prior to 9-11 had been screaming about the ever growing threat to the United States by a new breed of terrorists willing to inflict mass casualties on civilians. The first major wake-up call occurred in 1994, when terrorists planned on blowing up a dozen US commercial aircraft over the Pacific Ocean. This was thwarted by an accidental fire in the apartment where the bombs were being constructed. The second major wake-up call occurred in 1995 when terrorists planned on crashing an airliner into the Eiffel Tower in Paris. Only quick and decisive action by French commandos prevented this disaster. There were also additional indicators.

The specific issues I outlined in my Whistleblower Disclosure included the following:

1. In 1996 I worked on a 6-month project in which we injected simulated bombs through the checked baggage system at a major European airport. We were successful in getting 31 out of 31 of these simulated explosives on US commercial aircraft. No action was taken to remedy this security problem and we have never been back to



this airport to re-test security. In fact our results were so deplorable that FAA prevented us from testing in this manner at any foreign airport ever again.

2. In year 2000-01, in other testing conducted at a different major European airport the Red Team obtained equally abysmal results, even though this airport had the latest bomb detection equipment. FAA Security management was equally remiss in not correcting these problems.
3. In 1998, I was the team leader testing the access control system at a major domestic airport. We were successful in breaching their multi-million dollar computer controlled access system approximately 85% of the time. No action was taken to remedy this security problem and we have never been back to this airport (or any airport) to re-test access control security.
4. In 1998, the Red Team completed extensive testing of screening checkpoints at a number of domestic airports. Basically our test results were the inverse of the results FAA field offices achieved (i.e.: where a field office reported an airport having a 90% success rate in detecting FAA test objects; we would report a success rate of about 10%. In one case we even had documented an airport detection rate of about 3%).
5. In the 1997-8 time frame, I was the team leader for some testing at another major domestic international airport. Purely by accident we conducted testing at an extremely busy time when cruise ships were loading and unloading passengers at the same time. The airport was extremely overcrowded with people. Security simply broke down in these conditions. After failing all of our tests and reporting this fact through my chain of command, I reported this abhorrent state of security to my immediate manager. He ordered me not to make a written report on this, and to stop all further testing at this airport.
6. Since 1998, almost all of our domestic work had been limited to testing the CTX explosives detection machines. By August of 1999, our test results were so poor that my boss ordered us to no longer do surreptitious (i.e.: unannounced) testing. Instead, we were ordered to notify the appropriate FAA field office a couple of days before we were to commence our "secret" testing. My first 2 missions after receiving these instructions resulted in both of these airports achieving a 100% success rate regarding our testing. I stopped notifying the field after that, and the results returned to their normal low success rates.

There were also other major problem areas we identified in areas such as cargo security, Threat Image Projection (TIP), and the Computer Assisted Passenger Pre-Screening System (CAPPS). Apparently about half the hijackers on 9-11 were identified by CAPPS, but so what?

The bottom line of FAA's response to its Red Team findings is that the Red Team was gradually working its way out of a job. The more serious the problems in aviation security we identified, the more FAA tied our hands behind our backs and restricted our activities. All we were doing in their eyes was identifying and "causing" problems that they preferred not to know about.

Further details regarding my Whistleblower Disclosures are contained in my over 500 pages of documentation submitted to the OSC. I should also point out that I have not been the only person engaged in this Whistleblower process. A number of other former FAA and/or current Transportation Security Agency (TSA) employees from around the country also contributed statements and documentation supporting my allegations. Also, a couple of recently retired employees provided documentation. One of these (Brian Sullivan) provided a letter (among other items) written by an FAA Security Special Agent on May 18, 1999 to the Department of Transportation's Office of Inspector General (OIG) in which the agent stated, in part, "...as a result of this situation, Logan International Airport is in a critical state of non-compliance with Federal Aviation Security Regulations..." As you may recall, two of the aircraft that were hijacked on 9-11 left from this same airport. The IG took no credible action to investigate or correct these identified problems prior to 9-11, and they certainly took no action after 9-11.

Their statements are available in a public file at OSC, or through my attorneys at the Government Accountability Project (GAP). Their statements only are on the public record, because GAP did its own investigation with the witnesses and evidence the OIG ignored. While the OSC agreed with my general assessment that FAA Security was grossly mismanaged and operated in a manner that threatened public safety, there are additional items that need to be addressed. While the OSC agreed the new TSA's promises of reform "appear reasonable," that is not reassuring to me. Based on years of effort, I know the government's airport security bureaucracy is a master both of maintaining appearances, and of passive resistance to genuine reforms. Every one of the whistleblowers interviewed by GAP warned that the airports are not safer now than before 9-11. The main difference is that life is now more miserable for passengers.

After about two years working in the Red Team I became extremely concerned about this impending aviation security disaster and tried working through normal channels to have these issues addressed by FAA management. This proved to be a wasted effort, as with my 1998 letter to the FAA Administrator.

I then joined up with some other individuals from around the country, and we started working together on this problem. Steve Elson (a former Red Team member, now retired) and I went to the Department of Transportation's OIG. This too proved to be a wasted effort. A senior official in the Inspector General's Office actually explained to us that because of the political situation between the FAA and the IG's office, the IG couldn't take any action against FAA. The same person later told me that unless I gave him "...a dead body and a smoking gun, he can't do anything against FAA." Well, we now have nearly 3,000 dead bodies, a smoking cannon, and the IG still refuses to take action against FAA.

We then went to the General Accounting Office (GAO) and expressed our concerns to them. The GAO people we spoke to were extremely concerned about our revelations, but explained they have no authority to actually do anything. They get their marching orders directly from Congress. I learned later that the GAO has a long history of reports that documented the same sorry state of aviation security that we found on the Red Team.



We then visited a number of the offices of Senators and Representatives who were on the Transportation subcommittees that were supposed to oversee FAA Security, and provided them the same documentation about this dangerous state of aviation security. They too did nothing.

And so 9-11 happened. About a month later I filed my whistleblowing disclosure with OSC, which directed Secretary Mineta to report back on my charges. Mineta, in turn, ordered the IG to investigate my allegations. Over a year later the OSC announced the results of the investigation conducted by the IG. Keep in mind that this is the same IG's office that I had previously contacted prior to September 11, 2001.

The gist of the IG's investigation indicated agreement with my general allegations but "...did not disclose any evidence..." that supported any of my specific charges. If this had been a [simple] murder investigation, their report would read something like: Our investigation reveals that the victim was murdered, but we found no evidence that anyone actually committed the murder.

The reason that the IG didn't "disclose" any evidence that supported my specific allegations is not because they didn't have easy access to it. GAP's parallel investigation proved that. OIG simply didn't include in their investigative report any documentation that I provided to them. They also seized all the Red Team files, which contained much of the specific evidence for my charges. But they didn't mention the evidence, or explain what they did with it. They didn't include any derogatory statements that my witnesses provided. In fact; the IG didn't even interview many of my witnesses. In essence the OIG falsified the report on my whistleblowing disclosure. But there was still so much overwhelming evidence of FAA's dangerous culture of mismanagement that the IG had to admit enough shortcomings that the OSC supported my general allegation: FAA executed its Civil Aviation Security mission in a manner that, "...was a substantial and specific threat to public safety..."

So what happened after 9-11? Every government official with anything to say about it stated that 9-11 was due to intelligence failures. So instead of disemboweling the CIA and FBI, Congress disemboweled FAA Security and formed the Transportation Security Agency with billions of dollars of taxpayer's money. To do what, to fix a civil aviation security system that "wasn't" responsible for the government failures on 9-11 in the first place?

But what has TSA done? For one thing, not one person has been disciplined for mismanaging an agency that operated in a manner that was "a substantial and specific danger to public safety," contributing directly to the nearly 3,000 deaths on 9-11 as well as turning this country upside down. The OSC formally has agreed this is unacceptable. As a matter of fact, **many of these same managers have been promoted within TSA and are key players in how TSA executes its missions.** Those managers that didn't transfer to TSA are still with FAA, and are managing the FAA internal investigations/security mission and its hazardous materials mission in precisely the same way as it mismanaged its previous aviation security mission.

TSA on the other hand has a lot to answer for regarding the misuse of hundreds of millions of dollars of taxpayer's money, as well as very serious indicators that civil aviation security is little

better now than it was before 9-11. In fact, I hate to see it; but TSA is showing some of the very same symptoms that FAA did prior to 9-11, that the façade is more important than the reality. This is something that terrorists can (and probably will) easily exploit.

In fact, the final report into my charges is illegally being kept secret, off the public record. The law only permits publicly withholding classified information from reports into whistleblower charges. There was no classified information in the IG report, but FAA refused to let the Special Counsel have it without a promise to maintain secrecy because the report has "sensitive but unclassified" information. This is a new concept, which allows information to have the secrecy status of being classified without any of the corresponding procedural checks and balances. This free ride is used for information whose contents don't justify being marked as classified. It is ironic that a report confirming public safety threats from abuses of secrecy is being kept secret. That is another reason I am not confident things are getting safer.

As for my own situation, in a formal letter to the OSC, the current head of TSA has reported that I am and have been gainfully and productively employed by TSA and that I am fully contributing my talents to the TSA mission. During most of 2002, my primary job was punching holes in paper and putting orientation binders together (and other menial work) for the hundreds of newly hired TSA employees. My current job is even further removed from keeping bombs, weapons, and terrorists off planes.

In addition to how I've been treated; a number of current and former FAA employees contributed to my rebuttal to the IG investigation with a total of over 500 pages of documentation. One made the mistake of not requesting anonymity; and she (Carrie Hancasky) has been treated in a similar fashion as me. Ms. Hancasky has a flawless work record, high integrity, and is being punished just for doing her job (i.e.: honestly answering questions in a formal investigation). This was for just being a witness. Intimidation of a witness is the most repulsive thing I have seen these bureaucrats do, and is but one of the warning signs that little of substance has changed in our government since 9-11.

The bottom line is that if massive improvements are not made in the way the new Homeland Security Agency treats its employees, we are all going to be in a lot of danger -- not only from potential terrorists, but as federal employees from our own government. The next major terrorist attack can be thwarted, if there are highly motivated, appropriately trained individuals who are encouraged to use initiative and brains. It is counterproductive to beat employees down until they are afraid to raise serious issues about loopholes in our last line of defense. Unfortunately, we are tending toward the latter type of environment.

In fact, secrecy enforced by repression is being institutionalized through another new concept of unclassified secrecy called "Critical Infrastructure Information (CII), which can be virtually anything provided by industry to the Department to assist in the "War on Terrorism." If an employee blows the whistle with this unclassified CII evidence, it is a criminal act subject to immediate termination from the government, and up to a year

in jail. This new CII form of secrecy was passed as part of the Homeland Security Act. If it had been law when I blew the whistle, I could have been fired and be sitting in jail, instead of being vindicated and testifying today.

Lack of personal accountability for ALL levels of government service; repression of government professionals exercising the freedom to warn of security breakdowns caused by mismanagement; and abuses of secrecy as an excuse to cover up the government's own misconduct are three strikes against public safety. If those patterns persist, we are doomed to suffer more and more 9-11 tragedies. It is only a matter of time.

National Commission on Terrorist Attacks Upon the United States  
The Commission closed on August 21, 2004. This site is archived.

Returning briefly to Atta, *ABC News* on June 6, 2002, runs a story on how he reportedly has a very strange meeting with Johnelle Bryant of the U.S. Department of Agriculture, one month before the official theory claims he arrived in the U.S. for the first time (June 3, 2000). Also during this period, a War Game “VO-OO” is being conducted on a crop duster chemical incident at Holloman by WADS and NORAD.

4/19/2000	VO 00	Crop duster chemical incident	Inside-Inside	WADS	Holloman	Holloman	Crop Duster	Crop Duster flies over Holloman and release an aerosol. Six mechanics display symptoms of pesticide poisoning.	WADS to execute NORAD NBC Warning and
-----------	-------	-------------------------------	---------------	------	----------	----------	-------------	--	---------------------------------------

*9/11 Commission Document*

It is not surprising that the 9/11 Commission failed to mention the Bryant incident since they could have connected it to the War Game on a crop duster chemical incident; but stranger still that officials corroborate Bryant’s story, though themselves record Atta did not arrive in the U.S. prior to June 3, 2000, and the Bryant incident was repeated in April 2000 as the *ABC News* reported. We are not told which officials (law or intelligence) confirmed the account; however, since the FBI was adamant in denial to other witnesses who stated they saw Atta in April 2000, it is logical to state that it was not the FBI that confirmed the story, but the Secret Service. There is another reason for deducing this: Interrogating prisoners is an act of intelligence agencies, and not law enforcement agents like the FBI.

The security checkpoints through which passengers gained access to the American 11 gate was operated by Globe Security under a contract with American Airlines. In a different terminal, the single checkpoint through which passengers for United 175 passed was controlled by United Airlines, which had contracted with Huntleigh USA to perform the screening. In passing through these checkpoints, each of the alleged hijackers would have been screened by a walk-through metal detector calibrated to detect items with at least the metal content of a .22-caliber handgun. Anyone who might have set off that detector would have been screened with a hand wand: A procedure requiring the screener to identify the metal item or items that caused the alarm. In addition, an X-ray machine would have screened the alleged hijackers’ carry-on belongings.



The screening was in place to identify and confiscate weapons and other items prohibited from being carried onto a commercial flight. None of the checkpoint supervisors recalled the alleged hijackers or reported anything suspicious regarding screening. To complicate matters further, it was just days after the attacks when the mainstream media began to report many alleged hijackers were seen quite alive and well living in their own countries.

It should be remembered that every official body which has come out with reports after the attacks, have been unwilling to take into account that two American Airliners were cancelled to fly on September 11 (Flight AA11 and Flight AA77). Therefore, all the reports are based on the assumption of what they saw on the mainstream media, what they heard from eyewitnesses, and what the government theory stated. Should they have known these flights were cancelled, even as a possible error, it would have been an interesting element to consider if their reports would have actually been published with a somewhat different point of view than they were. Our last two alleged hijackers from the FBI Timeline will conclude this section.

The al-Shehri twins were both born in Saudi Arabia.<sup>101</sup> On October 3, 2000, both issue passports in Riyadh: Wail's (#C348870) and Walid's passport (#C348871).

Saudi Information Agency

Saudi Independent News

Arabic

Main

Exclusives

News

Special Series: Documents on Terror and Hate

Articles

Human Rights

SIA in the News

Site

Home

Subscribe/Unsubscribe

Contact Us

Privacy Policy

Terms of Use

Search:

Go

Profiles of 9/11 Saudi Hijackers Revealed

Profiles of 9/11 Saudi Hijackers Revealed

(WASHINGTON DC) September 11, 2002

The following has been compiled from articles in Saudi newspapers, and hijacker's friends.

Wail (Wael) Mohamed Al-Shehri: 25, a physical education teacher at an elementary school in the Kamis Mushayat airbase. He was born in Annams city and lived in Um Saraar neighborhood in Khamis Mushayet city, which is part of Aseer region. Wael frequented Al-Segley mosque in the city where he was recruited into Ben Laden Saudi network. He left Saudi Arabia to Afghanistan via Pakistan approximately in March 2000 with his younger brother Waleed and Ahmed AlNami. A group of Saudi youth left from that mosque to join what they presumed Chechen fighters against Russian forces. In Afghanistan he trained in Al-Farooq camp in Khandhar on hand-to-hand combat, bomb making, and poison mixing. Osama Ben Laden used the camp to train his followers.

After 9 month training in Afghanistan he returned to Saudi Arabia in December 2000, then to the United States. A friend of Wael suggested on September 9<sup>th</sup> that a big surprise would emanate from Aseer region. On the 11<sup>th</sup> he proclaimed that Wael took part in the attack. He made the comments on the popular chat board [www.alsaha.com](http://www.alsaha.com), which quickly removed the comments. The Site is believed to be used by Saudi interior ministry to monitor public opinion. The surprise was that most of the 9/11 attackers came from Aseer region.

Wael graduated from Abha teacher's college in 1999. He was religious and spent his high school and college years frequenting government-supported religious camps, which are held across the nation. Mohamed AlShehri, the father of Wael and Waleed, a wealthy businessman was a friend of Mohamed Ben Laden, Osama's father. He was on American Airlines #11 that crashed into North Tower of World Trade Center.

Waleed Al-Shehri: 21, he is the younger brother of Wael. He is from the southern city of Khamis Mushayet. He was the least religious of the two brothers, but joined his older brother in their travel to Afghanistan and USA. He is a college dropout from the teachers college in Abha, where his brother attended. He also frequented Al-Segley mosque. Several of his brothers work in the Saudi military including one who is a military pilot. His uncle Major General Faez Al-Shehri is the director of logistics for Saudi Armed forces. He was on American Airlines #11 that crashed into North Tower of World Trade Center

AlShehri tribe is an Arab tribe from southern Saudi Arabia, mostly in Aseer region. They number about 1/4 million people.

<sup>101</sup> Both born on December 20, 1978.

159

When a passport is issued, under whatever circumstances, even if it is in a family for one member after the other, as in this case, it is a one billion to one chance they will have consecutive registered numbers.

This consecutive registered numbering is very doubtful toward highly improbable, because of protection against fraud and theft. However, these details are easily passed by due to their family connections: The father of the twin brothers had close ties and a good friendship with Usama bin Laden's father. (See above image) This would mean that al-Shehri Sr., may have met high level officials, since the bin Ladens were in business with rich families for years and members of the prestigious Carlyle Group.

On October 24, 2000, both twins apply for U.S. Visas in Jeddah. Walid, on March 23, 2001, travels to London Gatwick Airport from the United Arab Emirates and later with Virgin Atlantic Flight 27 onto Orlando in Florida. This is the identical date and route taken by al-Suqami.

On March 30, 2001, Walid checks into Bimini Motel in Fort Lauderdale (Florida) and on May 3 he purchases a 1993 Dodge with al-Suqami from Hauser Motor Corporations in Miami. There is still no information from the FBI on the whereabouts of Walid's twin. The next day, Walid issues a Florida driver's license. On March 16, together with al-Suqami, they are not allowed to board a flight to the Bahamas because they did not have their passports with them. As noted in al-Suqami's timeline, this is a naïve action.

On May 30, 2001, Walid rents a Chevrolet from Special Cars Group. There would be no need to rent a car since he had bought a Dodge on May 3. Furthermore, we are told he was driven to Special Cars Group to pick up the rental, but the FBI has redacted the identity of this person. On June 1, Walid rents a mail box; we are not told where. It is only on June 5, 2001, that the other twin comes into the picture again. The FBI has Wail applying and issuing an International Driver's License in Sharjah, Saudi Arabia. On June 8 he is recorded travelling to London Gatwick Airport from the United Arab Emirates.

On June 15, 2001, Walid rents an apartment at Lisa Motel in Lake Worth, Florida. This is the date of checkout for al-Suqami from his apartment (#11) at Lago Mar Apartments in the same area. On June 18 Wail opens a SunTrust account with \$8,000. If remembered, on May 2, al-Suqami opens a co-account at SunTrust with Wail's twin depositing \$9,000 and the following day both buy a 1993 Dodge from Hauser Motor Corporations in Miami.

On June 25, 2001, Walid is recorded paying for an apartment at Homing Inn at Boyton Beach (Florida). His check-in dates are June 21 till July 26. When Walid checked out is not given, neither when his twin Wail entered the U.S. Regardless, Wail is reported withdrawing cash from an ATM in South Florida on June 27.

On July 3, 2001, Wail applies for an ID at Loxahatchee, Florida as did Atta on this day. The latter "attempts" to obtain a U.S. ID through Apollo International Travel, but he does not get one. He was also a non-show on Delta Airlines Flight 2631 from Newark (New Jersey) to Miami. The FBI have redacted the identity of this person; unknown why.



2240	7/3/2001	ID	applied and obtained Florida State ID Card, ID #A426893732710, DOB: 07/31/1973, Wail Alshehri address provided: 28215 S. Federal Hwy	Florida State ID	280350, Serial 1827
------	----------	----	---	------------------	---------------------

*FBI Timeline for Wail al-Shehri*

On July 6, 2001, Walid deposits \$3,000 into his Visa account from traveller cheques purchased in United Arab Emirates. Ten days later, he is recorded paying for an apartment at Homing Inn at Boyton Beach in Florida and on July 24 his car is queried at 16:37 p.m., by Boyton Police. We are not told why. When Walid checks out from Homing Inn at Boyton Beach, he checks into Crystal Cay Motel in Deerfield Beach still in Florida on July 26, and reserves these flights:

Date	Airlines	Route
July 29, 2001 (refunded August 8- reissued July 31)	American Airlines Flight 195	Boston - San Francisco
Transit	Continental Flight 1500	Los Angeles - London UK
July 30, 2001	Delta Airlines Flight 2462	Florida - Boston
July 31, 2001	American Airlines Flight 195	Boston - San Francisco
August 1, 2001	National Airlines Flight 7404 and Flight 7973	San Francisco - Miami - Las Vegas

Walid checks into La Quinia Inns (room #124) in San Francisco on July 31 and checks out August 1, at 10:49 a.m. He must have travelled on his airline ticket from San Francisco - Miami - Las Vegas, because the following day (August 2) the FBI have him checking out from Crystal Cay Motel in Deerfield Beach, Florida which he had checked into on July 26. The same day (August 2) he checks into Panther Motel & Apartments (room #10) in Deerfield Beach.

On August 26, 2001, a person identifying himself as Walid al-Shehri reserves a seat by phone on Flight AA11 for September 11. Up to this point, all 5 alleged hijackers made their reservations for Flight AA11 by phone or online; none were made in person. It was only al-Umari who went personally to pick up his ticket (replaced) from the airport counter. On August 30 he checks into SpinDrift Motel (room #124) in Fort Lauderdale. He is scheduled to check out on September 6.

On September 3, 2001, both twins change their seat arrangement on Flight AA11, again by phone. Walid transferred from business class 2H to first class 2A. The final seating of the twins is next to each other in first class Zone A, whilst all other alleged hijackers were seated in business class Zone B.

On September 5, 2001, Walid checks into Park Inn (room #433) in Newton, Massachusetts. Another person checked in with him; the FBI believes it to be his twin, whilst a third person was believed to have been staying in the room and slept in the "bathtub." The people in this room are scheduled to check-out on September 11. Walid then checks out of SpinDrift Motel (room #124) in Fort Lauderdale one day earlier, and his twin, on September 9, calls the United Arab Emirates. We are not given information who he calls.

On September 9, Walid wires through Western Union the amount of \$5,000 to "Mustafa Ahmed," the same individual "Atta #2" had contact with on June 16, and on September 4;

additionally, “Atta #1” when in Hollywood (Florida) sent a FEDEX package containing a “personal document” to “Mustafa Ahmed.”

On September 10, Wail rents a white Mitsubishi from Alamo Rent-A-Car. This is the same day his twin calls the United Arab Emirates. Also this day, a call is tracked from Atta’s cell phone to the Park Inn (room #433) in Newton.

The white Mitsubishi from Alamo Rent-A-Car rented by Wail is seen at Boston Logan International Airport on September 10. “Driver unidentified.” There are no details by the FBI on the twins’ last hours on September 11. However, the Bureau must have sensed that something was wrong, by the following extract in their timeline:

3413	9/11/2001	MISC	Wail Alshehri	housekeeper at the Park Inn advised she attempted to clean room 433. She was confronted by a male of foreign descent who advised someone was still asleep and for her to come back at 1300.	On Tuesday, September 11, 2001 at approximately 10:00 ?????	280350-302 Serial : 59881
------	-----------	------	---------------	---	---	------------------------------

*FBI Timeline for Wail al-Shehri*

The maid was confronted by a man in the room who advised another person was still asleep. This was at 10:00 a.m. Notice the FBI’s question marks. By 10:00 a.m., Flight AA11 and Flight UA175 had already crashed into the tower complex in New York. So if these men confronting the maid were not the twins, who were they?

According to the *BBC* reporting on September 13, 2001, “A second hired car, found in Boston’s Logan Airport, led to a pair of homes in Coral Springs, Florida. One of the Vero Beach houses had been rented by two brothers from Saudi Arabia. Inside it were two pilot’s certificates in the names of “Adnan Bukhari” and his brother, “Ameer Abbas Bukhari.” The landlord said “Adnan Bukhari” and another man who lived in the house next door had described themselves as Saudi pilots. Both men lived with their wives and children.”<sup>102</sup>



## **People’s Daily**

*September 13, 2001*<sup>103</sup>

Police and law enforcement sources said the two brothers suspected in the Boston hijackings were Adnan Bukhari and Ameer Abbas Bukhari, who up until recent days had lived in Vero Beach, Florida. Both of their homes have been searched, the sources said. The two rented a car, a silver-blue Nissan Altima, from an Alamo car rental at Boston’s Logan Airport and drove to an airport in Portland, Maine, where they got on US Airways Flight 5930 at 06:00 a.m., Tuesday headed back to Boston, the sources said. Investigators are analysing videotapes at the car rental

<sup>102</sup> [<http://news.bbc.co.uk/2/hi/americas/1542153.stm>]

<sup>103</sup> [[http://english.peopledaily.com.cn/200109/13/eng20010913\\_80131.html](http://english.peopledaily.com.cn/200109/13/eng20010913_80131.html)]

facility and at the Maine airport. Before CNN learned the identities of the two brothers, Portland Police Chief Mike Chitwood said, “I can tell you those two individuals did get on a plane and fly to Boston early yesterday morning. I can tell you that they are the focus of a federal investigation.”

\*Fair Use: For more information see footnote. <sup>104</sup>

We have just one witness who saw the twins at Boston Logan International Airport on September 11, stating the twins were “possibly of Palestinian descent.” Was not sure. No CCTV from Boston Logan International Airport shows the twins placing them there on September 11. The al-Shehri twins were indeed misidentified. They did turn up alive and well after the attacks.

So, if this car actually belonged to the Bukhari brothers, and not the al-Shehri twins, it is logical to conclude the al-Shehri twins were still at their hotel when Flight AA11 crashed into WTC1. The FBI were sure baffled...what about you?

3413	9/11/2001	MISC	housekeeper at the Park Inn advised she attempted to clean room 433. She was confronted by a male of foreign descent who advised someone was still asleep and for her to come back at 1300.	On Tuesday, September 11, 2001 at approximately 10:00 ?????	280350-302 Serial : 59881
		Wail Alshehri			

*FBI Timeline for Wail al-Shehri*

End of Part One

<sup>104</sup> [<http://www.law.cornell.edu/uscode/17/107.shtml>]

# Complete Timeline

Mohamed Atta: Nicknamed “Bolbol”

Year	Month	Event	Comment
1985	January 1	Student at Cairo University	Senior enrolled in the Architectural Department
» »	January 10	Studying German	Goethe Institute
» »		Employment: Architectural planning/building design	Urban Development Centre (Cairo)
1990	January 7	Graduated from Cairo University	Bachelor Degree in Architectural Engineering
1991	February 1	Left employment	Urban Development Centre (Cairo)
1992	May 25	Issues 1st Egyptian passport (#354844) in Giza	This is Atta's first passport
1995	January 1	Family move from Kafr el-Sheikh	Move to Giza
1996	Unknown	Leaves Germany	Moves to Hallab (Syria) under assumed name “al-Amir”
» »	April 11	Writes alleged last Will & Testament	Found in his “held back” luggage at Boston Logan International Airport on September 11, 2001
» »	October 6	Returns to Egypt via Italy	FBI has given no information on when he travelled to Italy
» »	November 1	Staying with his parents in Cairo “attempting to find a suitable wife”	We are not told when his family left Giza to return to Egypt
1997	July 31	Leaves a company called Plankonotor	Re-establishes employment at the Urban Development Centre in Cairo-We are not told when Atta first went to work at Plankonotor
1998	January 1	Issues 2nd Egyptian passport (#243898) in Cairo	This is Atta's second passport. It is uncertain why a second passport was granted; possibly the first passport issued in May 25, 1992, was reported stolen. The FBI do not mention this.
» »	March 25	Issues a Visa Credit card	(#4154-7600-1013-6310) via Dresdner Bank in Hamburg (Germany). We are not told when Atta left Egypt and travelled to Germany
» »	May 1	Seen in Cairo with a beard	We are not told when Atta left Germany and travelled back to Egypt
» »	August 1	Starts employment at Hay Computing Services	We are not told when Atta left Egypt and travelled back to Germany
» »	September 20	Buys a DB-Zugbegleiter ZUG-NR 607	Map and/or book which is a companion if you travel by train
» »	December 13	Atta calls his father in Egypt	From Germany
1999	January 18	Atta calls his uncle and sister in Egypt	From Germany
» »	January 27	Establishes an Islamic Student Union at the Technical University in Hamburg	Under his assumed name “el-Amir”
» »	March 26	Atta calls his father in Egypt	From Germany
» »	June 10	Visits a dentist	In Germany
» »	June 18	Residing with “Said Bahaji”	Probable acquaintance through the newly founded Islamic Student Union. This could be the first time Atta is recruited as an agent
» »	» »	Calls his sister in Egypt	From Germany

Complete Timeline  
Mohamed Atta: Nicknamed “Bolbol”

Cont'd

Year	Month	Event	Comment
1999	September 24	Leaves employment at Hay Computing Services	Germany
» »	Unknown	Reports 1st passport (#354844) stolen while he is in Germany. This is Atta's first passport he reports stolen which was issued in May 25, 1992, in Giza	Probably stolen from someone within the Islamic Student Union: By Said Bahaji?  Why would Atta report to the German authorities his initial passport was stolen (which was issued in Giza on May 25, 1992) and not his second passport (which was issued in Cairo on January 1, 1998)?
» »	November 15	Purchases airline tickets	
» »	November 29	Turkish flight # unknown	Hamburg - Istanbul – Karachi Must have travelled on 2nd Egyptian passport (#243898) issued in Cairo
2000	February 24	Turkish flight # unknown	Karachi - Istanbul
» »	February 25	Turkish flight # unknown	Istanbul - Hamburg
» »	March 15	Atta visits physician	Reason: “Cough”
» »	March 22	Sends two emails	1. Airman Flight School in Norman (Oklahoma) 2. Academy of Lakeland (Florida)
» »	April 13	Writes directly to Academy of Lakeland (Florida)	
» »	May 8	Issues 3rd Egyptian passport (#1617066)	Hamburg: Atta now has 3 Egyptian passports; unknown if any were actually stolen. This would need an internal investigation.
» »	May 18	Applies for a B1/B2 U.S. Visa	Berlin
» »	June 1	Purchases a bus ticket	Cash. Tourbus S.A. departs from Cologne at 4 p.m. and takes him to Prague
» »	June 2	Books airline tickets	Bonn (Germany)
» »	June 3	Czechoslovakian Flight CSA52	Prague – Newark (New Jersey) *
» »	June 4	Motorola cell phone	Activates
» »	June 18	Rents an apartment with a “white bedroom”	Location redacted
» »	June 22	Atta files for professional pilot training	Century Flight Academy in Morristown (New Jersey)
» »	June 26	Rents a blue Ford Escort	Ramp Motors Inc., N.Y.
» »	June 28	Rents a room on 12th Street in Brooklyn	New York
» »	June 29	Purchases airline tickets	
» »	July 1	Returns blue Ford Escort	Rent-A-Car System (New York) 623 mileage usage
» »	July 2	American Flight AA325	New York (La Guardia) – Chicago (Illinois)
		American Flight AA1497	Chicago (Illinois) - Oklahoma City

\* The FBI has Atta entering the U.S. on June 3, 2000, at Newark (New Jersey) with a B2 Visa. However, witnesses at the Portland Library and at the U.S. Department of Agriculture tell how Atta is in the U.S. by April 2000. This would coincide with a War Game exercise being conducted at the same time on April 19, 2000, “Vo-oo” which is a crop duster chemical incident drill.



Complete Timeline  
Mohamed Atta: Nicknamed “Bolbol”

Cont'd

Year	Month	Event	Comment
2000	July 2	Checks into Sooner Hotel & Suites	Oklahoma City. Room #450 at 20:50 p.m. Room was paid by Airman Flight School in Norman (Oklahoma)
» »	July 6	Atta enrolls at Huffman Aviation	Venice (Florida)
» »	» »	Rents a blue Aries	Sarasota Auto Rentals (Florida)
» »	July 7	Atta begins flight training	Huffman Aviation Venice (Florida)
» »	» »	American Flight AA1798	Oklahoma City - Dallas, Texas - New York (non-show)
» »	July 10	Deposits cheque in SunTrust account: \$4,200	Purchases a 1989 red Pontiac Grand Prix from Cramer Toyota in Venice (Florida)
» »	July 11	Motorola cell phone	Deactivates
» »	» »	Insurance for the car paid	
» »	July 12	Leases apartment at 516 West Laurel Road, Venice (Florida)	From the Rental Company (\$550 a month)
» »	July 13	Blue Aries return date	Sarasota Auto Rentals (Florida) - Expenditure of 115 miles
» »	July 18	Requested a change in his flight instructor at Huffman Aviation	Received Medical Certificate: Enters accelerated pilot program
» »	» »	Receives wire transfer: \$9,985	Via the United Arab Emirates Exchange Centre (Dubai) from “Isam Mansur”
» »	July 24	Pays \$74 for his FAA Medical Exam	Receives Class III Medical Certificate “with the restriction that he must wear corrective lenses”
» »	July 30	Czechoslovakian Flight ?	Newark (New Jersey) – Prague (not used)
» »	August 2	Pays insurance on Pontiac Grand Prix	
» »	August 17	Atta’s car is queried at 16:05 p.m.	Sarasota County Sheriff’s Office
» »	August 25	Atta’s presence at Piedmont Hawthorne Aviation	Payment via SunTrust
» »	August 27	Atta requests again a different flight instructor	Huffman Aviation
» »	August 30	Fedwire transfer fee	Via SunTrust
» »	» »	Atta’s presence noted at Air-Cadia Inc	
» »	September 8	Applies for a private Pilot Certificate	FAA records
» »	September 16	Atta flying “solo”	Huffman Aviation facilities
» »	September 18	Receives private Pilot Certificate	FAA records
» »	September 23	Atta leaves Huffman Aviation	Transfers to Jones Aviation Service, owned by Tom Hammersley
» »	September 26	Atta cashes a cheque: \$5,600	SunTrust account
» »	October 4	Atta fails a “Stage I exam”	Jones Aviation Service: Flight instructor Kendal Coleman
» »	» »	Atta’s presence at Hawthorne Ocala (Aviation)	Purchases airplane fuel
» »	October 10	Atta returns to Huffman Aviation	Payment \$2,000
» »	October 12	Payment to Jones Aviation Service	\$610
» »	November 2	Atta’s presence at Piedmont Hawthorne Aviation	Payment via SunTrust
» »	November 3	Atta’s presence at Aviation Centre	Payment via SunTrust
» »	November 5	Purchase from Sporty’s catalogue	Flight deck videos for a Boeing 747-200 and a Boeing 757-200, including “flying jets...” “...aircraft simulators.”

Complete Timeline  
Mohamed Atta: Nicknamed “Bolbol”

Cont'd

Year	Month	Event	Comment
2000	November 6	Atta takes his Instrument Rating Airplane Test	Huffman Aviation
» »	November 20	Receives results: Instrument Rating Airplane Test	FAA Records
» »	» »	Atta's car is queried at 20:37 p.m.	Sarasota's County Sheriff's Office
» »	» »	Atta's presence at Boca Aviation	Payment via SunTrust
» »	November 22	Payment: \$2,000	Huffman Aviation
» »	December 11	Atta purchases flight deck videos	Boeing 767-300 & Airbus 320-200
» »	December 21	Atta receives Commercial Pilot Certificate (FBI)	FAA records show temporary certificate given after filing loss. Atta received his private Pilot Certificate on September 18 (See December 29)
» »	December 22	Atta applies at Eagle International Inc.	For a “large jet and flight simulator training on a Casa 212 aircraft”
» »	December 25	Delta Airlines	Tampa - Atlanta - New York (ticket refunded)
» »	December 26	Requests the assistance of the Miami International Airport	“He is on a taxiway at the airport having trouble with his Piper aircraft N554HA.”
» »	December 27	Atta checks into Holiday Inn Express (Florida)	Room #422
» »	December 28	Delta Airlines	New York - Atlanta - Tampa (ticket refunded)
» »	December 29	Begins training on “a Boeing 727”	Simcenter in Opa-Locka (Florida)
» »	» »	Applies for a “replacement Airman Certificate - Commercial Pilot”	This would be the second application for a replacement. The first was on December 21
» »	December 31	Training on “a Boeing 767” simulator	Pan Am International
» »	» »	Checks out: Holiday Inn Express	Florida
2001	January 1	Atta requests a refund for his tickets	Flight December 25: Tampa - NY
» »	January 2	Atta calls the Moroccan Embassy	Washington, D.C.
» »	January 3	Books airline tickets: American Airlines Flight AA5372  Iberia Airlines Flight 6122	Tampa - Miami  Miami – Madrid (Spain, Barajas Airport)
» »	January 4	Atta arrives in Spain	Barajas Airport at 7:25
» »	January 6	Credit statement purchases	Berlin (Germany)
» »	January 10	Arrives in U.S.	Via Spain
» »	January 13	Cash withdrawals in Casablanca	Spain
» »	January 16	Cash withdrawals in Casablanca	Spain
» »	January 19	Atta sends \$1,500 to “Ramzi Binalshibh” in Hamburg (Germany)	Via Western Union in Temple Terrace (Florida)
» »	January 24	Atta cashes a cheque: \$8,000	SunTrust account
» »	January 25	Atta “performed a check flight”	Gwinnett County Airport (Georgia)
» »	January 31	Atta calls his father	Egypt
» »	February 1	Atta moves into an apartment	Georgia
» »	February 10	Atta calls his father, grandfather, mother & sister	Egypt
» »	February 12	Atta calls his father	Egypt
» »	February 14	Atta calls his father	Egypt
» »	February 19	Atta Checks into Colonial Inn (Virginia Beach)	Assumed name “Awaid el-Sayed”
» »	February 20	Checks out	Colonial Inn (Virginia Beach)
» »	» »	Opens PO Box (#C-24)	Mail Depot Inc. (Virginia Beach)
» »	February 21	Atta calls his father	Egypt (Possibly to give his father his new PO Box address)

Complete Timeline  
Mohamed Atta: Nicknamed “Bolbol”

Cont'd

Year	Month	Event	Comment
2001	February 21	Atta's car Florida license plates D79DDV checked	Dekalb County Georgia Police
» »	» »	Checks into: Suburban Lodge (Stone Mountain)	Room #318
» »	March 1	Checks out	Suburban Lodge (Stone Mountain)
» »	March 19	Atta calls his father	Payphone in Georgia
» »	March 22	Atta rent an aircraft for 11 hours	
» »	March 27	Atta at Suburban Lodge (Stone Mountain)	Room #235
» »	April 3	Checks in: Diplomat Inn (Virginia Beach)	With assumed name: “Mohamed el-Sayed”
» »	April 4	Checks out: Diplomat Inn (Virginia Beach)	
» »	» »	Cashes cheque: \$8,000	Presumably sent from his father to the new PO Box (#C-24)
» »	» »	Atta closes the PO Box (#C-24)	Forwards all mail to Hollywood (Florida)
» »	April 11	Rents apartment: Tara Gardens Condos	Coral Springs (Florida)
» »	April 23	Services a car: Mobil Lube Express	Under assumed name “Mohamed el-Sayed”
» »	April 26	Atta gets a citation	Florida State Troopers: Driving without a license
» »	May 1	Atta receives a parking ticket	
» »	May 2	Issues a Florida driver's license	
» »	May 13	Rents an apartment on Jackson Street	Hollywood (Florida)
» »	May 21	Opens new PO Box	Hollywood (Florida)
» »	May 28	Rents a car (12:13 p.m.) Car is queried (15:08 p.m.)	Hertz Rent a Car Broward County Sheriff
» »	» »	Atta rents a room: Hill Hotel (Hollywood Florida)	Name: “Mohamed al-Sayed”
» »	May 29	Car returned	Hertz Rent a Car (150 miles of usage)
» »	May 31	Rents a car	Budget Car Rentals (Dania, Florida)
» »	June 2	Car returned	Airport's Budget Car Rentals (220 mile usage)
» »	June 4	Warrant is issued for Atta's arrest	Due to his no-snow at his hearing for his traffic offense
» »	» »	Atta files for a replacement of his lost or destroyed Airman Certificate / Commercial Pilot Certificate	FAA records / This would be a third replacement
» »	June 5	Airman Certificate / Commercial Pilot Certificate replaced	FAA records
» »	June 10	Atta rents a car	Alamo Rent-a-Car
» »	June 16	Atta calls pre-paid thirteen times: “Ahmed al-Hawsawi”	In Fort Lauderdale (Florida)
» »	June 17	Atta calls pre-paid five times: “Mustafa Ahmed”	In Delray Beach (Florida)
» »	June 18	Atta calls pre-paid ten times: “Mustafa Ahmed”	In Delray Beach (Florida)
» »	June 22	Alamo Rent-a-Car returned	Mileage use 1,037
» »	June 28	Atta travels by air	Boston - San Francisco - Las Vegas
» »	» »	Rents a car	Alamo Rent-a-Car (Las Vegas)
» »	» »	Atta calls Egypt	Unknown to whom he talks to
» »	June 28	Check in	Econolodge
» »	July 1	Check out	Econolodge
» »	» »	Returns rental	Alamo Rent-a-Car (Las Vegas) 110 miles expenditure
» »	Unknown	Travel	Denver - Boston
	July 1	Check in	Holiday Inn Express

Complete Timeline  
Mohamed Atta: Nicknamed “Bolbol”

Cont'd

Year	Month	Event	Comment
2001	July 2	Check out	Holiday Inn Express
» »	» »	Delta Airlines (Flight DA6181)	Boston - New York
» »	July 3	“attempts” to obtain a USA ID	Apollo International Travel
» »	» »	Delta Airlines (Flight DA2631) (non-show)	New Jersey - Florida
» »	July 4	Atta calls his sister	
» »	July 5	Atta stopped for speeding	Delray Beach Police Department
» »	July 7	Aerolineas Argentina Flight #117 (Spanish police)	Miami – Madrid (Spain)
» »	» »	Rents a car	
» »	» »	Check in	Seaside hotel (375 miles) from Barcelona
» »	July 8	Arrives in Spain (FBI)	Barajas Airport
» »	» »	Check in	Diana Cazadora Hotel (room #111) at Barajas Airport
» »	» »	Call made	Germany
» »	July 9	Rental	Sixt Espana Company (14:00)
» »	July 16	Located in Tarragona (Spain)	Casablanca Hotel (room #512)
» »	July 17	Pays for rental	Auto Rent Iberia
» »	July 19	Rental returned	Sixt Espana Company (1,908 miles)
» »	» »	Departure	Madrid - Georgia - Florida
» »	July 23	Flight reservations	Tippett Travel in Boynton Beach (Florida)
» »	July 25	Pays for parking space	Miami International Airport
» »	July 26	Continental Airlines	Florida - New Jersey
» »	» »	Check in	King's Inn Hotel (room #230) New Jersey
» »	July 30	Check out	King's Inn Hotel (room #230) New Jersey
» »	» »	Continental Airlines	New Jersey - Florida
» »	August 3	Rental car (Alamo Rent-a-Car) queried	Broward County Sheriff Dept. (02:57)
» »	August 5	Rental paid	Alamo Rent-a-Car (miles 3,836)
» »	August 6	Flight reservation	Chang Travel at Pompano Beach (Florida)
» »	» »	Rental car	Warrick's Car Rental
» »	August 7	Florida - New Jersey	Cancelled (“family medical emergency”)
» »	» »	Check in	Wayne Inn (room #223) New Jersey *
» »	August 8	Check in	Wayne Inn (room #223) New Jersey **
» »	» »	Attas sends an email to Doha City Centre	Contained virus: W32/SirCam
» »	August 9	Check out	Wayne Inn (room #223) New Jersey
» »	» »	Tickets purchased	Via the Internet
» »	» »	Travels	Washington - Las Vegas
» »	» »	New Jersey – Florida (Cancelled)	“family medical emergency”
» »	August 10	Tickets purchased	Washington - Las Vegas
» »	August 12	Flight booking for August 14	Las Vegas - Houston
» »	August 13	Car rental	Alamo Car Rental

\*This is a second Atta.

\*\*This is a third Atta.

Complete Timeline  
Mohamed Atta: Nicknamed “Bolbol”

Cont'd

Year	Month	Event	Comment
2001	August 13	Rental returned	Warrick's Car Rental
» »	» »	Check in	Econolodge (room #124) at 14:55
» »	» »	Accesses account at 23:29 p.m.	CyberZone “for 34 minutes”
» »	» »	Tickets purchased	Washington - Las Vegas (See August 10)
» »	» »	Rental return Tops Rental Car	At midnight (rented on August 6)
» »	August 14	Check out	Econolodge (Las Vegas) 11:00 a.m.
» »	» »	Rental return	Alamo Rental Car (11:09 a.m.)
» »	» »	Travels (booked August 12)	Las Vegas - Houston
» »	» »	Onsite booking travel	Houston - Fort Lauderdale
» »	August 15	Car rental	Tops Rental Car (Return date August 28)
» »	» »	Palm Beach flight training facility	Inquires about “renting a low wing aircraft”
» »	» »	Pays for a parking ticket from August 3	Rental from Alamo Rent-a-Car was queried by Broward County Sheriff Department (02:57 a.m.)
» »	August 16	Rents an aircraft	
» »	August 17	Rents an aircraft	
» »	August 19	Rents an aircraft	
» »	August 20	Rents an aircraft	
» »	August 22	Purchase of ticket for August 23 (online)	Fort Lauderdale - New Jersey (IP address in Virginia)
» »	August 23	Travels (booked August 23)	Fort Lauderdale - New Jersey
» »	August 25	Establishes online account with American Airlines	Advantage Profile (#IHOIL56)
» »	August 26	Flight booking for August 28	Baltimore - Miami
» »	August 28	Flight booking for September 11	Flight AA11 (Reserves also seat for al-Umari)
» »	» »	Flight booking	Maryland - Florida
» »	August 29	Returns rental (1 day overdue)	Tops Rental Car
» »	September 4	Sends FEDEX to the UAE: “Mustafa Ahmed”	“Personal document”
» »	September 5	Purchase of ticket for September 7	Florida - Maryland
» »	September 6	Cashes cheque: \$5,300	SunTrust
» »	September 7	Travels (booked September 5)	Florida - Maryland
» »	» »	Sells his Grand Prix car: \$800	Sun Auto Leasing
» »	September 8	Sends via Western Union: \$5,000 to UAE (“Mustafa Ahmed”)	Money picked up September 10
» »	» »	Flight booking for October 5	Maryland - Washington
» »	» »	Reserves car rental: September 9 to 11 (cancels reservation)	Alamo Car Rental
» »	» »	Sends via Western Union: \$2,860 to UAE (“Mustafa Ahmed”)	
» »	» »	Atta's cell phone signals from Washington	Call to “Fayed Ahmad” (alias used by Fayed Rashid alleged hijacker on Flight UA175 staying in Florida)
» »	September 9	Picks up rental from Boston Logan Airport: September 9 to 11	Alamo Car Rental (Presumably cancelled)
» »	» »	Atta leaves Milner Hotel (20:00 p.m.) carrying a “black bag”	Security guard at the Milner Hotel
» »	» »	Atta checks in (10:00 p.m.)	Milner Hotel
» »	» »	Atta seen boarding Flight 2979	Baltimore - Boston
» »	» »	Atta seen driving a Mirage VA (plates YGU-4417)	Entering central parking garage (Boston Airport)
» »	» »	Atta seen driving a Mirage VA (plates YGU-4417)	Leaving central parking garage (Boston Airport)



Complete Timeline  
Mohamed Atta: Nicknamed “Bolbol”

Cont'd

Year	Month	Event	Comment
2001	September 9	Atta seen driving a Blue Nissan	<b>Into</b> the central parking garage (Boston airport)
» »	September 11	Atta and al-Umari check out	Comfort Inn (Portland)
» »	05:41 a.m.	Blue Nissan rental	Driven into Portland Airport parking area
» »	05:53:37 a.m.	Notes Atta and al-Umari	CCTV
» »			
» »			
» »			
» »	06:00 a.m.	Colgan Air Flight 5930 departs	Maine - Boston
» »			
» »			
» »			
» »			
» »	08:00 a.m.	Flight AA11 departs (Cancelled flight: <b>BTS / NTSB</b> )	